HANSON

Intersection Safety Improvement

Sterling Avenue and Forrest Hill

September 29, 2023

ENGINEERING / PLANNING / ALLIED SERVICES

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Executive Summary

This report outlines a proposed project to improve the intersection of Forrest Hill Avenue and Sterling Avenue, a critical junction in Peoria and West Peoria. With a history of high crash rates, primarily involving turning collisions and inadequate pedestrian facilities, this project aims to enhance safety and maintain traffic flow.

Several improvement alternatives were analyzed and narrowed down based on their feasibility, cost benefit ratio, and input from the City of Peoria. The preferred solution involves a full reconstruction of the intersection, including reconfiguring turn lanes, implementing retroreflective signal backplates, improving ADA accommodations, and relocating signals outside of the clear zone. The estimated project cost is $5,765,000, with a calculated benefit-cost ratio of 1.08 over five years.

The City of Peoria applied for full project funding through the Highway Safety Improvement Program to address these vital enhancements and ensure the intersection's safety and efficiency.

1. History

Positioned at the border of Richwoods township sections 30 and 31, the intersection of Sterling Avenue and Forrest Hill provides access to vital commercial goods and government services for residential areas adjacent to and south of I-74 in the Cities of Peoria and West Peoria. Sterling Avenue and Forrest Hill Avenue are arterial roadways that serve approximately 20,000 vehicles daily. The speed limit along Forrest Hill Avenue varies between 30 and 35 mph while the speed limit along Sterling Avenue is 45 mph.

The intersection geometrics are:

- The north and south approaches of the intersection consist of two 12-foot-wide through lanes, a 12-foot right turn lane, and an 11-foot-wide left turn lane.
- The east and west approaches consist of a 12-foot through lane a12-foot right turn lane, and an 11-foot-wide left turn lane.
- The east leg of Forrest Hill Avenue has 6-foot-wide bike lanes and 7-foot-wide painted buffers in each direction.
- All left turn lanes on Forrest Hill and Sterling are negatively offset with 4-foot-wide abutting barrier medians.
- All left turn signal heads at this intersection have Flashing Yellow Arrows (FYA).
- There are sidewalk accommodations along each leg of the intersection with painted crosswalks through the intersection. However, there are no gaps in the medians or ADA ramps to properly accommodate the pedestrian crossings.

The signalized intersection is coordinated along Sterling Avenue. Traffic signals for this intersection are placed within the channelizing islands in each quadrant.

The intersection is a crossing zone for two routes of the “CityLink” bus routes. The intersection is the most likely location for pedestrians to cross the roadway as they commute between these bus stops and transfer routes.

In the late 1990s and early 2000s, Forrest Hill was reconstructed from University Street to just east of Sterling Avenue as a five-lane roadway with bicycle friendly outside lanes that terminate at the intersection. In 2018, the City of Peoria restriped the outside lane in each direction to provide better bicycle accommodations as shown in the Bicycle Master Plan.

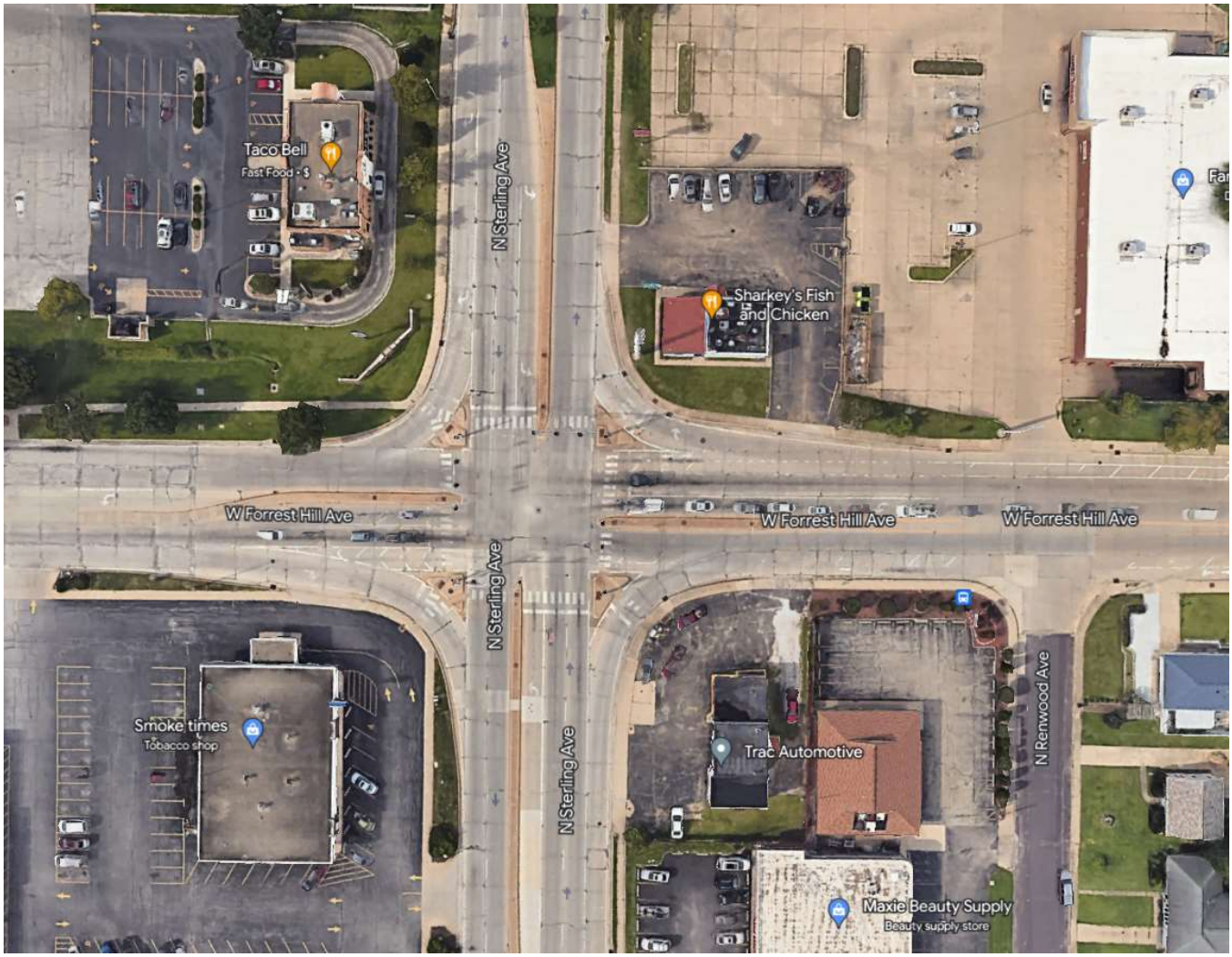


Figure 1- Forrest Hill Avenue and Sterling Avenue Existing Condition

2. Crashes

The intersection of Forrest Hill Avenue and Sterling Avenue is classified as a high crash location per the IDOT Local Safety Tier Map. Data for the five most recent available years (2018-2022) was obtained from the Illinois Department of Transportation (IDOT) in GIS shapefile format for the project area. A total of 114 crashes occurred at this intersection during the analysis period. The breakdown of crashes by year, collision type, and injury type can be seen below.

TOTAL CRASHES:TYPE AND NUMBER

		YEAR					TOTAL
		2018	2019	2020	2021	2022	
A.	ANGLE	3(2)	2	1	2	2	**10(2)**
B.	ANIMAL						
C.	PEDALCYCLIST						
D.	FIXED OBJECT	1	2	1(1)	1		**5(1)**
E.	HEAD ON						
F.	OTHER NON-COLLISION	2		1		1	**4**
G.	OTHER OBJECT						
H.	OVERTURNED						
I.	PARKED VEHICLE						
J.	PEDESTRIAN	2(2)					**2(2)**
K.	REAR END	7(1)	7(2)	4(2)	4	3	**25(5)**
L.	SIDESWIPE OPPOSITE DIRECTION				1		**1**
M.	SIDESWIPE SAME DIRECTION		3		1	1	**5**
N.	TURNING	8(5)	14(8)	8(3)	17(7)	15(9)	**62(32)**
	TOTAL CRASHES	23(10)	28(10)	15(6)	26(7)	22(9)	**114(42)**
INJURY TYPE	Fatal						
	Type A	3	3	2	1	1	**10**
	Type B	1	2		4	4	**11**
	Type C	6	5	4	2	4	**21**
	PD	13	18	9	19	13	**72**
	WET	2	3	1	3	3	**12**
	DARKNESS	4	2	5	8	6	**25**
	ICE/SNOW OR SLUSH			1	1		**2**
	IMPAIRED DRIVER CRASH	1		1			**2**

( ) INDICATES NUMBER OF INJURY CRASHES

* INDICATES 1 FATAL CRASH

Several injuries occurred because of these crashes including:

- 10 type A injuries,
- 11 type B injuries, and
- 21 type C injuries.

Both pedestrian crashes resulted in injury (Type A and Type C). At least one of the pedestrian crashes was caused by inadequate crossing accommodations. According to the police crash report, the cause of the type A pedestrian crash was due to a pedestrian stepping off of the center median to complete a westbound movement across the southbound lane of Sterling Avenue.

Aside from pedestrian crashes, turning collisions are the predominant crash type. Of the total crashes, 72 (63.16%) were turning crashes and 58 of those were caused by left turning maneuvers. The predominance of left turning collisions is generally caused by the visibility issues associated with negatively offset left turn lanes.

Rear end collisions were also a major crash trend. Rear ends can often be caused by the large speed differentials on high speed roads and deviation from driver expectation.

3. Capacity and Timing

Traffic counts (Figure 2) were taken on March 7, 2023 and signal timings for the corridor were provided by IDOT for the Forrest Hill intersection and the two adjacent signalized intersections along Sterling Avenue. The signal timings indicated that the signals were coordinated along Sterling Avenue. A cursory Synchro analysis was conducted to determine the capacity and coordination effects of the proposed improvements on the intersection and corridor. The analysis found that the 140 second cycle length at the intersections along this corridor allowed enough time to implement proper pedestrian phases and clearance intervals without negatively impacting the levels of service at the intersection and the coordination of the signals along Sterling Avenue. These timing changes can be made at the Forrest Hill Intersection without changing the existing phasing plan and coordination. It was also determined that operations could be further improved if the cycle lengths along the entire Sterling Avenue corridor were reduced.

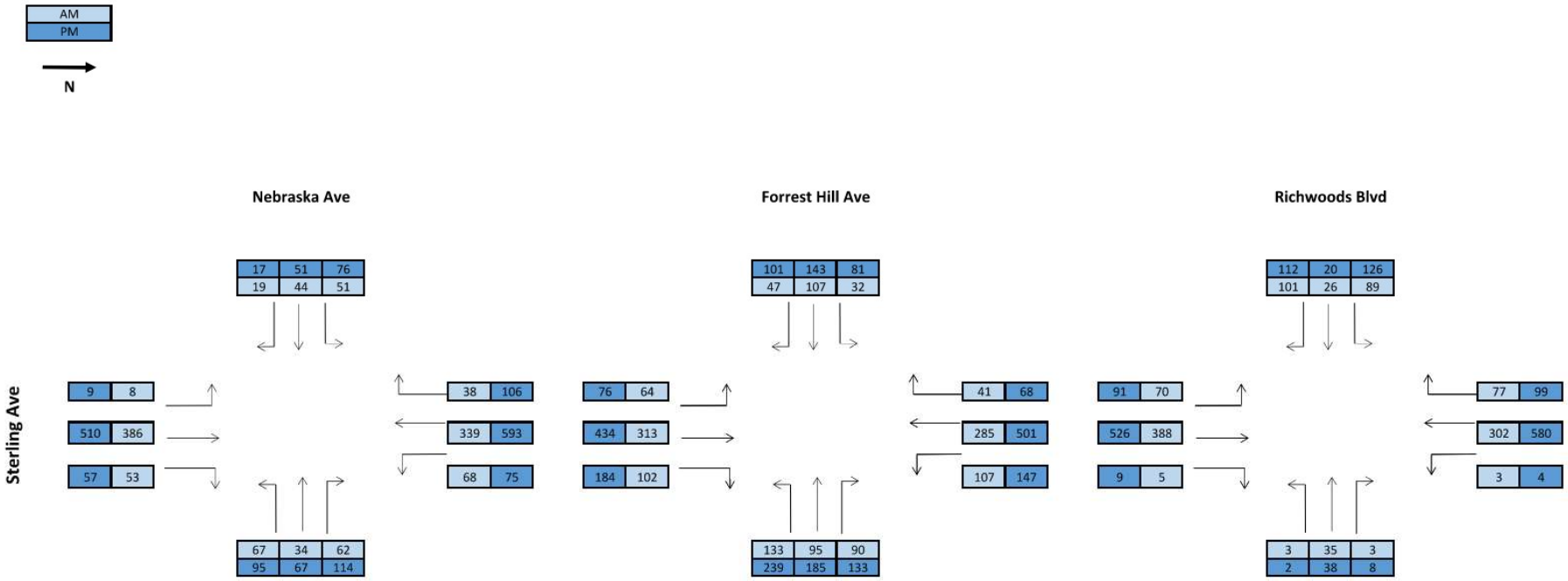


Figure 2- Forrest Hill Avenue and Sterling Avenue Traffic Counts

4. Intersection Improvement Alternatives

Each of the considered improvements addresses specific safety and traffic flow concerns within the intersection and corridor. The choice of which improvements to implement were dependent on available funding, the severity of safety issues, the combined level of desired traffic capacity and safety enhancement, and City input.

The proposed improvements for the intersection and traffic management can be summarized as follows:

Geometric Improvements

- Left Turn Lane Offset Improvement: Provides better sightlines for left-turning drivers, reducing the risk of collisions.
  - Raised Median: This option, though higher in cost, will significantly reduce left-turn crashes and maintain access control to the surrounding businesses.
  - Painted Median: A more cost-effective alternative that provides some improvement in crash risk reduction, but does not provide access control.
- Removing Signal Posts From Corner Islands Within The Intersection: This may require the purchase of Right of Way (ROW) but will effectively reduce fixed object collisions.
- Reconstructing Corner Islands: This improvement would improve sight lines for right turning vehicles and reduce the risk of right turning crashes.
- Improving Pedestrian Accommodations: While this may increase pedestrian volumes and potential conflicts at the intersection, it improves driver awareness of pedestrians and makes pedestrian movements more predictable, thereby enhancing pedestrian safety.
- Intersection Reconstruction: This option would improve the deteriorating pavement conditions of the intersection, but it would result in a less than optimal cost benefit ratio.

Signal and Timing Improvements

- Retroreflective Signal Backplates: A low-cost solution that increases signal visibility, reducing the risk of rear-end collisions.
- Protected Only Left Turns: This low-cost approach would enhance safety but may reduce overall traffic capacity.
- Retiming Corridor: A cost-effective measure that considers pedestrian crossing phases, improving overall traffic flow and safety.
- Improve Clearance Intervals: This modification will enhance pedestrian safety by allowing more time for pedestrians to clear the crosswalk. Improving the intersection clearance intervals would also reduce the likelihood of rear-end collisions by reducing the abrupt stopping and starting within the intersections.

A meeting was held on June 7th to receive input from the City of Peoria on the intersection improvement options. The City was in favor of the left turn offset improvement over implementing protected only left turns to reduce impacts to capacity at this arterial intersection. The City also preferred the raised median option for the left turn offset improvement to maintain access control to the surrounding businesses. The remaining solutions were reviewed individually and in combination with one another based on their levels of safety improvement and an opinion of probable cost.

5. Geometric Improvements

In this analysis, the geometric improvements were analyzed and quantified in three variations. Each of the variations involves the removal of traffic signals from the islands within the intersection and improvements to pedestrian facilities to ensure ADA compliance.

Traffic signal removal from the islands includes the removal and replacement of all traffic signals at the intersection as well as the cost of reconstructing the corner islands. This improvement also includes the cost of ROW that would need to be purchased to place signals outside of the intersection. Pedestrian facility improvements include all work required to remove and replace pedestrian ramps and crosswalks to make them ADA compliant. This work also includes the addition of pedestrian signal heads and APS push buttons.

Each alternative also includes one of the following variations of left turn lane and intersection adjustments.

1- Median adjustment- this includes reconstructing barrier medians and the adjacent pavement as well as replacing pavement markings.
2- Median adjustment with road narrowing (east leg)- this includes all work needed to narrow the east leg of the intersection as well as adjusting the left turn lanes on all legs of the intersection.
3- Full intersection reconstruction of the road- this includes all work required to fully reconstruct the intersection including realigning the left turn lanes and narrowing the east leg.

These alternatives accompanied by their respective cost estimates and approximate B/C ratios were presented to the City of Peoria via email June 16th. Through discussion with the City, it was determined that the full reconstruction option with retroreflective signal backplate installation and intersection signal retiming would be presented in the HSIP application. This decision was because the pavement conditions of the intersection need improvement and it is unlikely that the City would be able to reconstruct the outer lanes at a later time. Despite the selected improvement not generating the highest possible cost benefit ratio for the project, full reconstruction still resulted in a cost benefit ratio higher than 1 and it made the most sense in the City's long term roadway improvement plans.

The proposed intersection geometric improvements are illustrated in Appendix A.

6. HSIP Application Process

IDOT prioritizes projects for Highway Safety Improvement Program (HSIP) funding based on several key criteria. These criteria include historical crash data, with a focus on high-crash locations and severe incidents, as well as the economic impact of crashes. Projects incorporating proven safety countermeasures, especially for vulnerable road users, may receive priority. IDOT's selection process aims to allocate funding to projects that offer the most significant potential for reducing crashes and improving overall roadway safety. HSIP in Illinois follows a structured process for conducting a cost-benefit analysis to evaluate and prioritize safety improvement projects. The IDOT B/C analysis tool compares the benefits of project specific safety improvements to the user input cost of those improvements. The intersection improvements proposed in this project were chosen with the Illinois HSIP selection criteria in mind.

By reconstructing the intersection to eliminate the left turn lane negative offsets and improve the angle of the channelized right turns, the crash risk of both right and left turning crashes will be greatly reduced. These improvements, in addition to the retroreflective signal backplates will also help to reduce the risk of the second most predominant crash trend, rear ends. The removal of the signal posts from within the intersection will reduce the risk of fixed object collisions. Although pedestrian collisions

were not the most frequent crash trend at this intersection, the police reports indicate that at least one pedestrian injury crash was directly caused by the poor pedestrian accommodations. Therefore, this project will also include improvement of pedestrian facilities to meet ADA standards.

On June 28, 2023 the City of Peoria, using the information prepared for this report, applied to obtain 100% HSIP funding for the recommended alternative. The application and supporting documents were prepared as a part of this project and are included as Appendix B of this report.

7. Cost Benefit Analysis

A cost benefit analysis using the IDOT B/C ratio spreadsheet was performed based on the full reconstruction condition. In the full reconstruction condition, several improvements are proposed to decrease the number of crashes occurring at the intersection,

- Reconfigure left turn lanes to eliminate negative offsets
- Replace all signal backplates with retroreflective backplates
- Improve ADA accommodations to meet PROWAG Standards
- Improve the angle of channelized right turn lanes
- Move signals out of intersection islands
- Improve signal timings and corridor coordination

The corresponding crash reduction factors used in the analysis are as follows;

3.2.26.17.1 – Pavement – Improve left-turn lane offset to create positive offset

3.4.2.17.1 – Signalization – Relocation of Signal Supports

3.4.39.I7.1 - Signalization - Signal backplate improvements (retroreflective, etc.)

3.2.31.AL.1 - Improve angle of channelized right turn lane

The benefit-cost ratio for the 5-year analysis period was calculated to be 1.08. The total estimated cost for this project is $5,765,000 which includes all engineering and construction to reconstruct the intersection. The City of Peoria is requesting the full amount in funding from the Highway Safety Improvement Program.

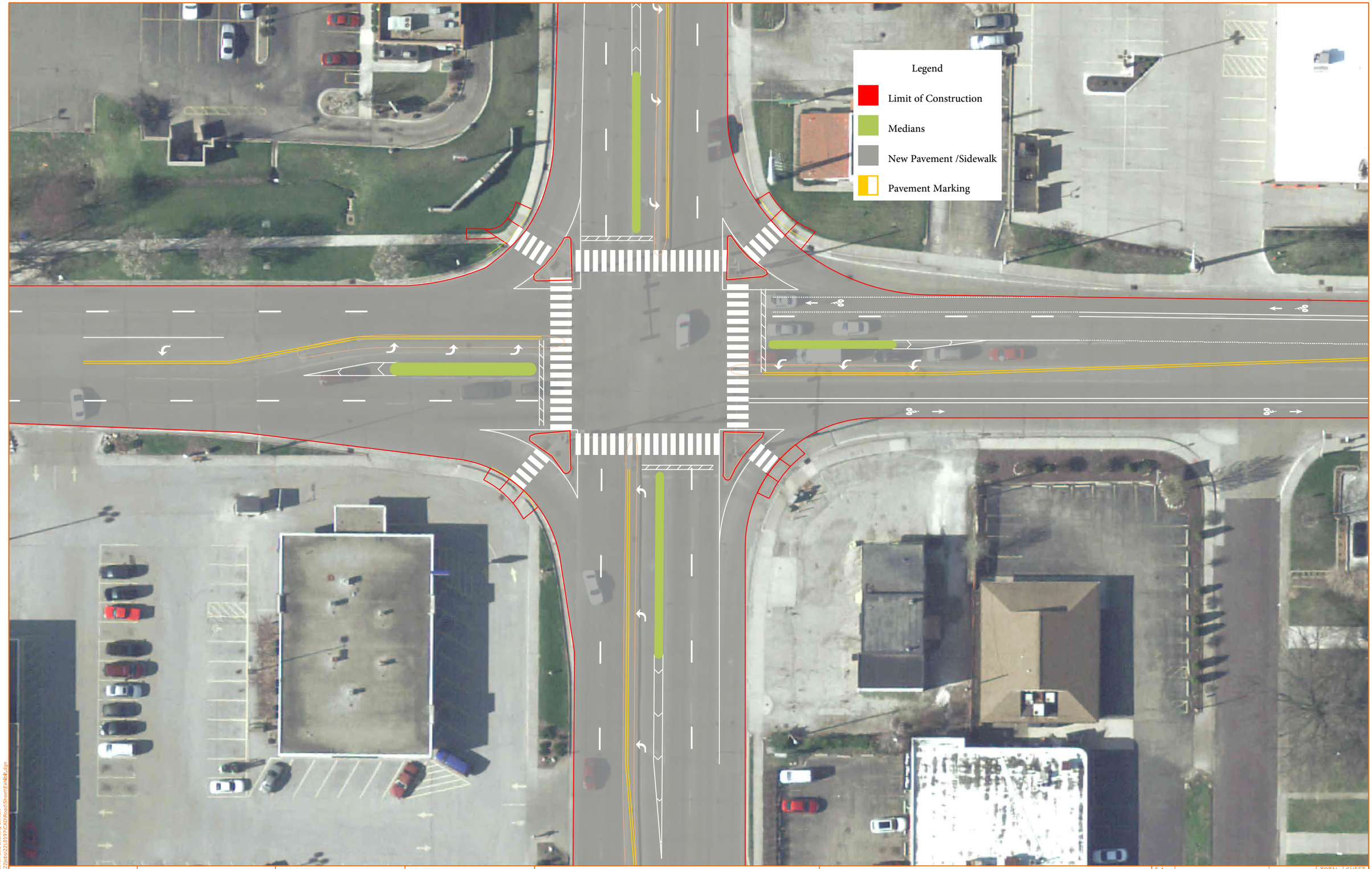
8. Public Involvement

Public involvement is a crucial aspect of the project's planning and execution. To ensure that the community's interests and concerns are considered, we are actively coordinating with the businesses located near the Forrest Hill Avenue and Sterling Avenue intersection. In an effort to keep all stakeholders well-informed, letters outlining the project's scope and objectives will be dispatched to each business situated along the affected roadways. Comments and concerns from these stakeholders will be collected and addressed.

APPENDIX A
PROPOSED GEOMETRY

PRELIMINARY
NOT FOR CONSTRUCTION

HANSON
Professional Services Inc.



MODEL: Forrest Hill and Sterling Exhibit
FILE NAME: E:\2jobs\22\0197\CAD\BoardSheet\Exhibit.dgn

DESIGNED
DRAWN
REVIEWED

USER NAME = naffa01973	DESIGNED -	REVISED -	STATE OF ILLINOIS
	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/28/2023	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

APPENDIX B
HSIP APPLICATION

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Section 1

Cover Letter

CITY OF PEORIA

Department of Public Works

June 30, 2023

Illinois Department of Transportation
Region 3, District 4
Mr. Tony Sassine, P.E.
Local Roads Engineer
1111 Main Street
Peoria, IL 61602-1111

RE: City of Peoria HSIP Application for Forrest Hill/Sterling Intersection

Dear Mr. Sassine:

The existing intersection of Forrest Hill Avenue and Sterling Avenue was identified by IDOT as one of the highest crash locations on city-maintained streets. The existing intersection layout creates an unsafe condition for drivers and pedestrians. Within the intersection area of analysis, 114 crashes have occurred between the years 2018 and 2022. These crashes included 10 Type A, 11 Type B, and 21 Type C injury crashes. Upgrading the intersection to a state of good repair will address crash problems and provide better access for non-motorized users.

Forrest Hill Avenue is an east-west minor arterial in Peoria with some segments where it's classified as a local road. At the intersection of Sterling Avenue, the east leg of Forrest Hill Avenue is a minor arterial while the west leg is a local road. The west leg has a posted speed of 30 mph and the west leg has a posted speed of 35 mph. Both the east and west approaches have one through lane with dedicated left and right-turn lanes. Along the east leg of Forrest Hill Avenue, there are dedicated 5-foot bike lanes separated from traffic by 9-foot buffer lanes. These bike lanes do not carry through to the west leg of the intersection. There are existing sidewalks on the east and west legs of the intersection.

Sterling Avenue is a north-south minor arterial running through Peoria. The north and south legs have posted speeds of 45 mph. At the intersection with Forrest Hill Avenue, both the north and south approaches have two through lanes and dedicated left and right-turn lanes. There are existing sidewalks on the north and south legs of the intersection. Each quadrant of the intersection has islands with pedestrian access.

The intersection is an optimal location for an HSIP project due to the prevalence and distribution of crash types. Over 50% of crashes were left turning collisions and nearly 25% were rear end collisions. Due to the concentration of crashes being turning and rear end collisions, improvements focused on these two crash types will significantly increase the safety of the intersection. Pedestrian improvements will also help to address the safety concerns associated with the reported pedestrian injury crashes at the intersection.

Potential countermeasures were analyzed using the benefit to cost tool. Implementation of improved left turn lane offsets to create positive offsets will decrease the number of conflict zones along the intersection approaches decreasing the likelihood of all crashes. Signal backplate improvements will assist in alerting drivers of an upcoming intersection and increase

awareness of conflict areas. Relocating signal supports will reduce the potential of fixed object collisions at dangerous locations. improving pedestrian accommodations will reduce the probability of pedestrians being involved in a crash due to unsafe crossing behavior.

The benefit cost ratio for the countermeasures above for the 5-year analysis period was 1.08. The improvements intended to prevent fixed object collisions and pedestrian collisions are to prevent future Type A, serious crashes preemptively.

The estimated cost for the proposed work is $5,765,000. The City of Peoria is requesting $5,765,000 in funding from the Highway Safety Improvement Program.

Sincerely,

Paola Mendez-Silvagnoli, P.E.
Assistant City Engineer

Section 2

BSPE HS1 Candidate Form

Illinois Department of Transportation

HSIP Candidate Form

FY 2025

ID:	**Contract:**	**Award Date:**	**Completion Date:**
District: 4	**County:** Peoria		**City:** Peoria
Key route: FAU 6586	**Marked route:**		
Road Name: Sterling Avenue	**Intersecting Roadway:** Forrest Hill Avenue N/A ☐		
Length:	☒ N/A	**Mile station:**	to

Location Description: Intersection of Sterling Avenue and Forrest Hill Avenue

☐ **Rural**	☒ **Urban**	**Lanes:** 4	
AADT(Segment):	**Total Entering AADT (Intersection): 20075**		**Speed Limit:** 30-45 mph
Friction Test Results:	☒ N/A	**Lighting Present:** ☒ Y ☐ N	

CHSP Emphasis Area(s): Pedestrian /Intersections ☐ District Documentation ☐ Systematic Improvements ☒ N/A

Peer Group: 7-Urban Signalized Intersection ☐ N/A

Other:

Crashes Details

Year	Total Crashes	Fatal Crashes	Fatalities	A-Injury Crashes	A-Injuries	B-Injury Crashes	B-Injuries	C-Injury Crashes	C-Injuries	PDO	Wet-Weather Crashes	Darkness (Not lighted) Crashes
2018	23	0	0	3		1		6		13	2	1
2019	28	0	0	3		2		5		18	3	0
2020	15	0	0	2		0		4		9	1	0
2021	26	0	0	1		4		2		19	3	0
2022	22	0	0	1		4		4		13	3	1
Total	114	0	0	10		11		21		72	12	2

Location Description: Crashes occured within the area of influence of the Sterling Avenue and Forrest Hill Intersection.

Problem Description: The negatively offset left turning lanes on all legs of the intersection have caused a trend of left turning crashes, totaling almost 60 within the span of five years. Additionally, the lack of proper pedestrian accommodations have directly resulted in at least one Type A pedestrian crash.

Previous Safety Improvements: Road diet along the east leg of the intersection

Collision Diagram: ☒ Y ☐ N **Images:** ☒ Y ☐ N

Predominant Crash Types: T (54.4%), RE (21.9%)

Proposed Improvement(s): Elimination of left turn lane negative offset, Improvement of pedestrian ADA accommodations, relocation of signal supports out of the intersection, improvement of right turn channelization angels, and installation of retroreflective signal backplates

Estimated Project Cost ($000's): $5675 **Benefit-Cost Ratio:** 1.08

Local Projects:

Annual Fatal Crash Rate (Fatal Crashes/100 Miles): 0 **Annual A-Injury Crash Rate (A-Injury Crashes/100 Miles):** .13

Local Roads Rural Functional Class: Minor Arterial

Approved: **Central HSIP Approval Date:**

Signed:

State Safety Engineer

Funding: ☒ HSIP ☐ HRRR ☐ RAIL

Comment:

Distribution: ☐ OPP ☐ District ☐ BSPE ☐ LRS ☐ BDE

Section 3

Benefit to Cost Ratio Form

PROJECT DESCRIPTION - PROJECT DATA INPUT (LOCAL INTERSECTIONS)

Project:	Sterling Avenue and Forrest Hill Avenue Intersection Improvement			*Prepared by:*	Nada Naffakh
District:	4	*County:* Peoria	*City:* Peoria	*Date*	6/7/2023
Key Route:	FAU 6586	*Marked Route:*	*MilePost:*	*Current AADT:* Major Street	13750
Location:	Intersection of Sterling Avenue and Foerrest Hill Avenue			Minor Street	6325
Crash data:	5 Years			*Traffic Growth factor:*	1.0%
	From 2018	to 2022		*Interest rate:*	4.0%
Peer Group:	Peer Group 7 - Urban Signalized Intersection				

Messages

Please provide a detailed cost estimation for all countermeasures along with this summary sheet.

3.2.26.I7.1 - Pavement - Improve left-turn lane offset to create positive offset does not fully match HSM Setting/Facility Type Criteria

The combined effect of multiple countermeasures is limited to 0.60 or the smallest CMF

3.2.31.AL.1 - Improve angle of channelized right turn lane does not fully match HSM Setting/Facility Type Criteria

LOCAL INTERSECTION CRASH SEVERITY DISTRIBUTION BY CRASH TYPE FOR ANALYSIS PERIOD

Crash Type	All Crashes (Aggregated crash input only)	CRASH TYPE																SPECIAL CASE		Total
		Angle	Animal	Fixed Object	Head On	Left Turn	Other Noncollision	Other Object	Overturned	Pedestrian	Pedalcyclist	Parked Vehicle	Rear End	Right Turn	Sideswipe Same Direction	Sideswipe Opposite Direction	Turning	Train	Night Time	Wet Pavement	
Crash Severity	*ALL*	*AG*	*AN*	*FO*	*HO*	*LT*	*OtherNC*	*OtherO*	*OVT*	*PD*	*PDC*	*PKV*	*RE*	*RT*	*SSD*	*SOD*	*T*	*TR*	*NGT*	*WP*	*TOT*
Fatal Crashes		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A-Injury Crashes		0	0	1	0	7	0	0	0	1	0	0	1	0	0	0	0	0	0	0	10
B-Injury Crashes		1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
C-Injury Crashes		1	0	0	0	15	0	0	0	1	0	0	4	0	0	0	0	0	0	0	21
PDO Crashes		8	0	4	0	25	4	0	0	0	0	0	20	0	5	1	5	0	0	0	72

LOCAL INTERSECTION BENEFIT COST ANALYSIS

BENEFIT CALCULATIONS			COUNTERMEASURE COST CALCULATIONS						
COUNTERMEASURE	*CMF **	*Crash Type affected by this improvement*	*Unit Cost*	*Quantity*	*Units*	*Total Cost*	*Service Life*	*Present Worth*	*EUAC ***
3.2.26.I7.1 - Pavement - Improve left-turn lane offset to create positive offset	0.66	All+	$5,074,644	1	Unit Qnty	$5,074,644	15	$5,074,644	$456,450
3.4.2.I7.1 - Signalization - Relocation of Signal Supports	0.75	FO	$473,850	1	Unit Qnty	$473,850	15	$473,850	$42,650
3.4.39.I7.1 - Signalization - Signal backplate improvements (retroreflective, etc.)	0.85	All	$8,424	1	Unit Qnty	$8,424	10	$14,115	$1,300
3.2.31.AL.1 - Improve angle of channelized right turn lane	0.56	All	$33,205	1	Unit Qnty	$33,205	15	$33,205	$3,000
TOTAL BENEFIT	*$543,200*		*TOTAL COST*						*$503,400*

BENEFIT/ COST	**1.08**	**ANNUAL NUMBER OF FATALITIES POTENTIALLY PREVENTED**	**0.00**	**TOTAL FATALITIES PREVENTED**	**0.00**

******NOTE: IF THE NUMBER OF LEGS AFFECTED VARIES BY COUNTERMEASURES SELECTED, THEN CALCULATE THE BENEFIT-COST RATIO FOR EACH COUNTERMEASURE SEPARATELY (Use separate spreadsheets for each countermeasure applied).***

* CMF = Crash Modification Factor

** EUAC = Estimated Uniform Annual Cost

Section 4

Raw Crash Data in Excel Spreadsheet

Raw Crash Data (2018-2022)								
Case ID	# Veh	Year	Month	Day	Hour	Injuries	Recorded Injury Type	Collision Type
201801024167	3	2018	1	15	15	0	C-Injury	Turning
201801039444	2	2018	1	30	10	0	C-Injury	Turning
201801044472	2	2018	2	2	14	0	PD	Turning
201801123374	1	2018	4	22	21	0	A-Injury	Pedestrian
201801143359	2	2018	5	13	12	0	PD	Front to Rear
201801164719	2	2018	5	31	17	0	A-Injury	Front to Rear
201801167295	2	2018	6	3	12	0	PD	Other Non-Collision
201801168635	2	2018	6	5	10	0	PD	Turning
201801186730	2	2018	6	20	11	0	B-Injury	Angle
201801203919	2	2018	7	6	12	0	C-Injury	Turning
201801206232	2	2018	7	8	19	0	C-Injury	Angle
201801205276	1	2018	7	6	23	0	PD	Other Non-Collision
201801225071	2	2018	7	19	14	0	A-Injury	Turning
201801233421	2	2018	8	1	12	0	PD	Front to Rear
201801288209	2	2018	9	19	7	0	PD	Turning
201801281796	2	2018	9	14	14	0	PD	Front to Rear
201801290444	1	2018	9	21	20	0	PD	Fixed Object
201801291251	2	2018	9	23	8	0	C-Injury	Turning
201801322124	1	2018	10	19	14	0	C-Injury	Pedestrian
201801320905	2	2018	10	17	17	0	PD	Front to Rear
201801385993	2	2018	12	12	12	0	PD	Angle
201801387651	2	2018	12	14	6	0	PD	Front to Rear
201801395954	2	2018	12	21	16	0	PD	Front to Rear
201901045082	2	2019	2	4	15	0	PD	Sideswipe Same Direction
201901046941	2	2019	2	3	14	0	A-Injury	Turning
201901052674	2	2019	2	9	13	0	C-Injury	Turning
201901060475	2	2019	2	18	11	0	A-Injury	Turning
201901062583	2	2019	2	19	20	0	B-Injury	Turning
201901072504	2	2019	3	3	16	0	PD	Sideswipe Same Direction
201901074374	2	2019	3	4	13	0	C-Injury	Front to Rear
201901084090	2	2019	3	13	15	0	C-Injury	Front to Rear
201901081938	1	2019	3	10	11	0	PD	Fixed Object

Raw Crash Data (2018-2022)								
Case ID	# Veh	Year	Month	Day	Hour	Injuries	Recorded Injury Type	Collision Type
201901095245	3	2019	3	25	15	0	B-Injury	Turning
201901098279	2	2019	3	30	13	0	PD	Front to Rear
201901115115	2	2019	4	16	10	0	C-Injury	Turning
201901128029	2	2019	4	28	18	0	PD	Angle
201901189520	2	2019	6	14	16	0	PD	Front to Rear
201901195343	2	2019	6	18	16	0	PD	Turning
201901202966	2	2019	6	24	11	0	PD	Turning
201901239060	2	2019	7	19	17	0	PD	Sideswipe Same Direction
201901248963	2	2019	7	26	18	0	PD	Turning
201901246946	1	2019	7	24	15	0	PD	Fixed Object
201901255054	3	2019	7	31	14	0	A-Injury	Turning
201901258464	2	2019	8	2	15	0	PD	Turning
201901340972	2	2019	9	27	14	0	PD	Front to Rear
201901370309	2	2019	10	18	15	0	C-Injury	Turning
201901417441	2	2019	11	21	17	0	PD	Angle
201901431160	2	2019	12	4	18	0	PD	Turning
201901433451	2	2019	12	6	14	0	PD	Turning
201901434070	2	2019	12	7	11	0	PD	Front to Rear
201901450524	2	2019	12	7	11	0	PD	Front to Rear
202001010931	2	2020	1	2	10	0	C-Injury	Turning
202001028159	2	2020	1	21	10	0	PD	Front to Rear
202001029018	2	2020	1	23	7	0	PD	Turning
202001059081	1	2020	2	20	13	0	PD	Other Non-Collision
202001081956	2	2020	3	13	11	0	PD	Turning
202001115963	2	2020	5	5	16	0	A-Injury	Turning
202001154310	1	2020	6	21	6	0	A-Injury	Fixed Object
202001153613	2	2020	6	19	15	0	C-Injury	Front to Rear
202001203968	2	2020	7	30	7	0	PD	Angle
202001214181	2	2020	8	21	15	0	PD	Turning
202001218251	2	2020	8	22	20	0	C-Injury	Turning
202001301650	2	2020	11	12	20	0	PD	Turning
202001327657	3	2020	12	1	19	0	PD	Front to Rear

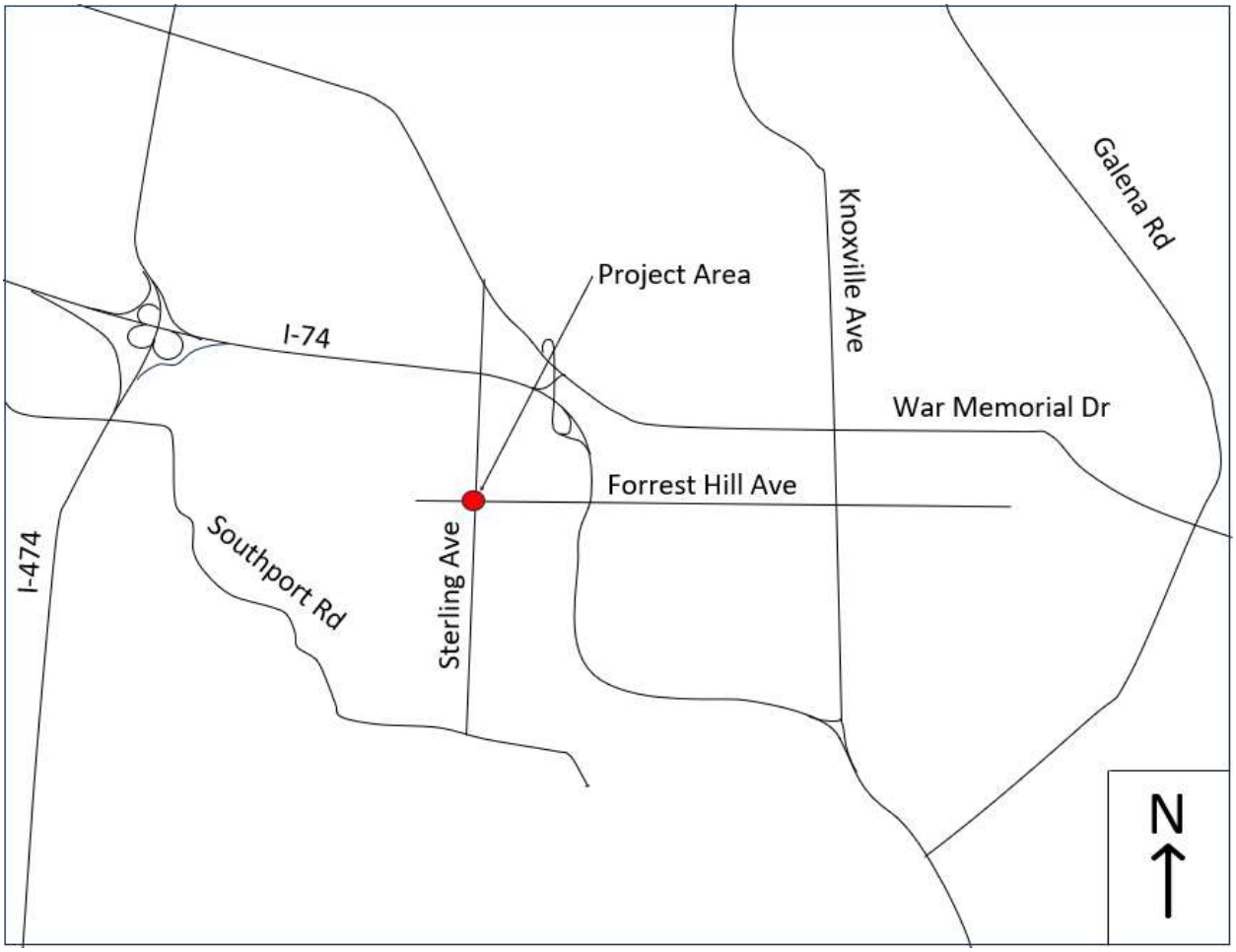
Raw Crash Data (2018-2022)								
Case ID	# Veh	Year	Month	Day	Hour	Injuries	Recorded Injury Type	Collision Type
202001341851	2	2020	12	21	1	0	C-Injury	Front to Rear
202001344573	2	2020	12	16	23	0	PD	Turning
202101012852	2	2021	1	5	9	0	PD	Turning
202101023001	2	2021	1	18	11	0	PD	Front to Rear
202101024361	2	2021	1	19	10	0	PD	Front to Rear
202101025253	3	2021	1	21	17	0	PD	Turning
202101042152	2	2021	2	7	20	0	PD	Sideswipe Opposite Direction
202101042277	1	2021	2	3	6	0	PD	Fixed Object
202101076348	2	2021	3	12	16	0	PD	Turning
202101094577	2	2021	4	1	15	0	PD	Turning
202101119028	2	2021	4	24	16	1	C-Injury	Turning
202101152898	3	2021	5	24	15	1	A-Injury	Turning
202101166594	3	2021	6	3	15	1	B-Injury	Turning
202101177474	2	2021	6	12	16	0	PD	Front to Rear
202101181864	2	2021	6	16	10	0	PD	Turning
202101267812	2	2021	8	27	13	0	PD	Turning
202101267976	2	2021	8	25	21	0	PD	Turning
202101276630	2	2021	8	31	19	2	B-Injury	Turning
202101296629	2	2021	9	19	12	1	C-Injury	Turning
202101322670	2	2021	10	11	19	0	PD	Front to Rear
202101338740	2	2021	10	22	22	1	B-Injury	Turning
202101359910	2	2021	11	6	10	0	PD	Angle
202101367124	2	2021	11	10	18	2	B-Injury	Turning
202101371361	2	2021	11	17	13	0	PD	Angle
202101392897	2	2021	12	2	19	0	PD	Turning
202101403248	2	2021	12	8	15	0	PD	Turning
202101407359	2	2021	12	8	15	0	PD	Sideswipe Same Direction
202101424119	2	2021	12	15	22	0	PD	Turning
202201017253	2	2022	1	10	16	0	PD	Turning
202201050659	2	2022	2	8	18	0	PD	Front to Rear
202201091089	2	2022	3	17	17	1	B-Injury	Turning
202201105791	2	2022	4	2	11	0	PD	Front to Rear

Raw Crash Data (2018-2022)								
Case ID	# Veh	Year	Month	Day	Hour	Injuries	Recorded Injury Type	Collision Type
202201112287	2	2022	4	7	19	0	PD	Turning
202201118887	2	2022	4	15	20	0	PD	Angle
202201150351	2	2022	5	12	17	2	B-Injury	Turning
202201158806	2	2022	5	18	16	3	C-Injury	Turning
202201187393	2	2022	6	13	16	0	PD	Front to Rear
202201229988	2	2022	7	20	9	0	PD	Turning
202201254761	2	2022	8	10	16	1	B-Injury	Turning
202201255803	2	2022	8	11	23	0	PD	Turning
202201258028	2	2022	8	14	19	3	A-Injury	Turning
202201304860	1	2022	9	25	1	0	PD	Other Non-Collision
202201312667	2	2022	9	27	14	0	PD	Turning
202201333137	2	2022	10	14	8	1	C-Injury	Turning
202201340361	2	2022	10	22	18	0	PD	Sideswipe Same Direction
202201348363	2	2022	10	29	9	0	PD	Angle
202201369677	2	2022	11	15	6	0	PD	Turning
202201404581	2	2022	12	9	12	2	C-Injury	Turning
202201413294	2	2022	12	17	21	3	B-Injury	Turning
202201414833	2	2022	12	21	14	1	C-Injury	Turning

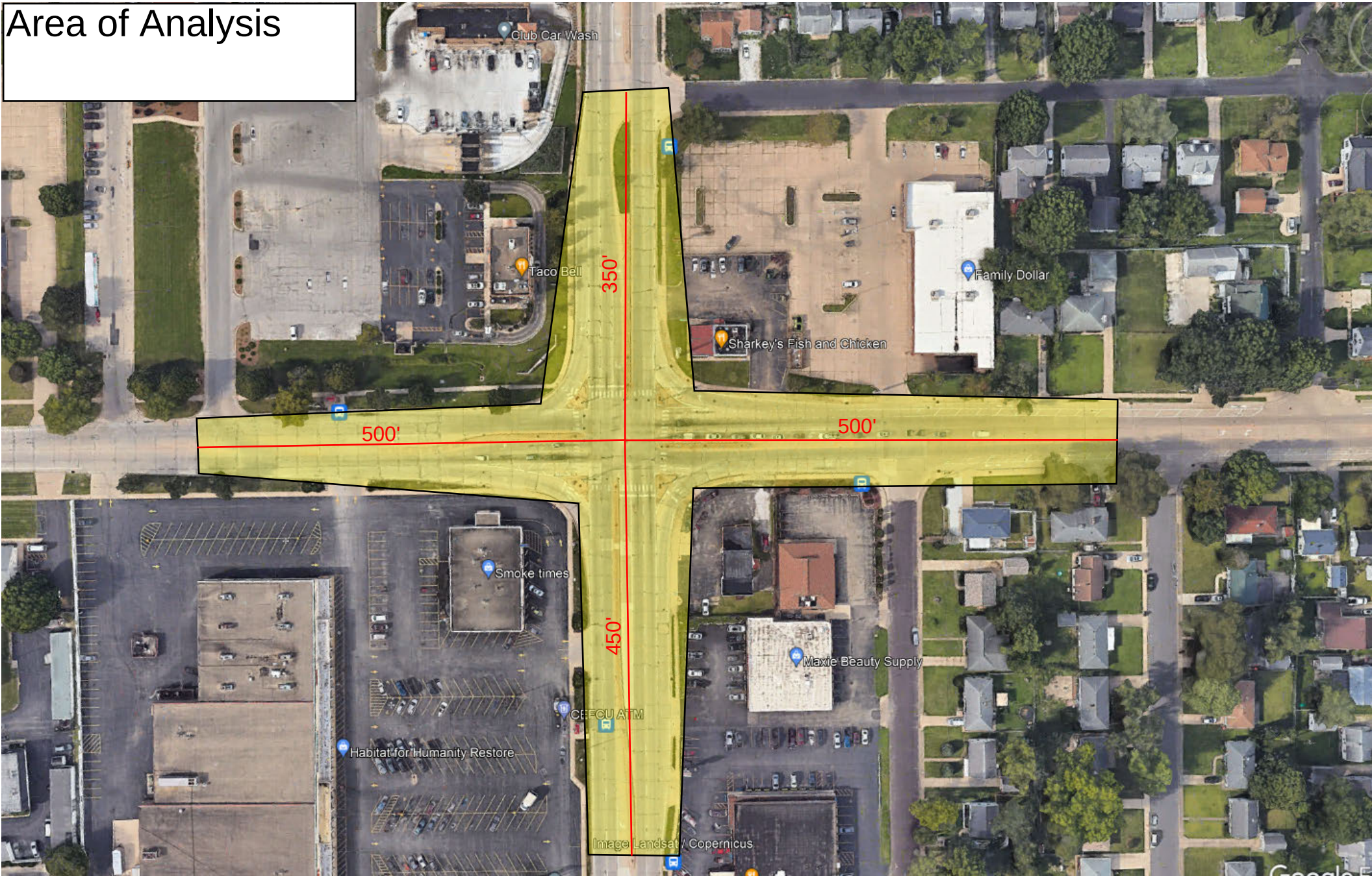
Crashes & Injuries by Year (2018-2022)						
Year	Total	Fatal Crashes	A-Injury Crashes	B-Injury Crashes	C-Injury Crashes	Property Damage
2018	23	0	3	1	6	13
2019	28	0	3	2	5	18
2020	15	0	2	0	4	9
2021	26	0	1	4	2	19
2022	22	0	1	4	4	13
Total	114	0	10	11	21	72

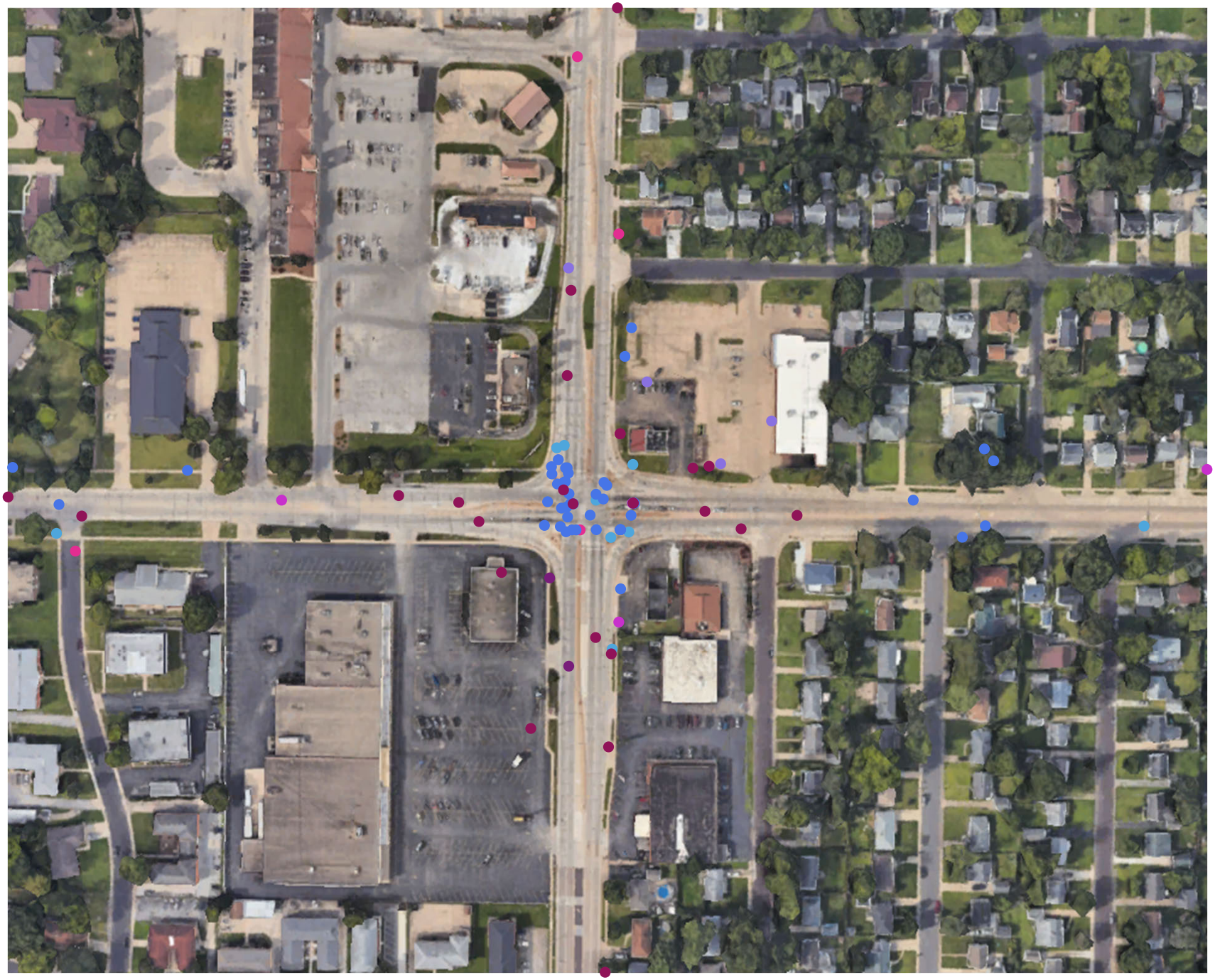
Section 5

Project Location Map


Galena Rd
Knoxville Ave
Project Area
I-74
War Memorial Dr
Forrest Hill Ave
I-474
Southport Rd
Sterling Ave
N

Area of Analysis




Fixed Object
Sideswipe Same Direction
Angle
Turning
Other Non-Collision
Front to Rear
Pedestrian

Section 6

Project Photographs

Pedestrian Access Conditions

Pedestrian Access Conditions

Pedestrian Access Conditions

Pavement Conditions

Pavement Conditions

Left-Turn Lane Visibility

Left-Turn Lane Visibility

Section 7

Estimated Project Cost Breakdown

1 - TRAFFIC SIGNALS REMOVED FROM ISLANDS

Specialty Item	SP.	PAY ITEM #	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	TOTAL COST
		31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	32	$ 60.00	$ 1,920.00
		44003100	MEDIAN REMOVAL	SQ FT	850	$ 5.00	$ 4,250.00
		60619910	CONCRETE MEDIAN, TYPE SB-6.18	SQ FT	850	$ 15.00	$ 12,750.00
			TRAFFIC SIGNALS	EACH	4	$ 65,000.00	$ 260,000.00
			ROW COST	EACH	1	$ 10,000.00	$ 10,000.00
						Subtotal	$ 288,920.00
						Contingency (30%)	$ 86,676.00
						Phase 1 (10%)	$ 37,559.60
						Phase 2 (10%)	$ 37,559.60
						Phase 3 (15%)	$ 56,339.40
						Total	**$ 507,054.60**

2 - MEDIAN ALIGNMENT AND RECONSTRUCTION

Specialty Item	SP.	PAY ITEM #	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	TOTAL COST
		31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	4,400	$ 60.00	$ 264,000.00
		42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	11,892	$ 100.00	$ 1,189,200.00
		44000100	PAVEMENT REMOVAL	SQ YD	12,810	$ 65.00	$ 832,650.00
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,948	$ 15.00	$ 44,220.00
		44003100	MEDIAN REMOVAL	SQ FT	3,381	$ 5.00	$ 16,905.00
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1,474	$ 125.00	$ 184,250.00
		60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	2,948	$ 65.00	$ 191,620.00
		60619910	CONCRETE MEDIAN, TYPE SB-6.18	SQ FT	1,274	$ 15.00	$ 19,110.00
		78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	5,000	$ 15.00	$ 75,000.00
		78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1,429	$ 20.00	$ 28,580.00
		78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	66	$ 25.00	$ 1,650.00
		78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	145	$ 30.00	$ 4,350.00
		X6020082	INLETS, TYPE G-1	EACH	8	$ 5,000.00	$ 40,000.00
						Subtotal	$ 2,891,535.00
						Contingency (30%)	$ 867,460.50
						Phase 1 (10%)	$ 375,899.55
						Phase 2 (10%)	$ 375,899.55
						Phase 3 (15%)	$ 563,849.33
						Total	**$ 5,074,643.93**

3 - PEDESTRIAN IMPROVEMENTS

Specialty Item	SP.	PAY ITEM #	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	TOTAL COST
		31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	282	$ 60.00	$ 16,920.00
		42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	601	$ 12.00	$ 7,212.00
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	118	$ 15.00	$ 1,770.00
		44000600	SIDEWALK REMOVAL	SQ FT	601	$ 5.00	$ 3,005.00
		60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	118	$ 65.00	$ 7,670.00
		78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	873	$ 30.00	$ 26,190.00
		88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	$ 1,500.00	$ 12,000.00
	*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8	$ 3,000.00	$ 24,000.00
	*	X2520650	SODDING, SALT TOLERANT (SPECIAL)	SQ YD	23	$ 20.00	$ 460.00
						Subtotal	$ 99,227.00
						Contingency (30%)	$ 29,768.10
						Phase 1 (10%)	$ 12,899.51
						Phase 2 (10%)	$ 12,899.51
						Phase 3 (15%)	$ 19,349.27
						Total	**$ 174,143.39**

4) ADDITIONAL MINOR IMPROVEMENTS

Specialty Item	SP.	PAY ITEM #	DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT COST	TOTAL COST
		88200510	TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	16	$ 300.00	$ 4,800.00
						Subtotal	$ 4,800.00
						Contingency (30%)	$ 1,440.00
						Phase 1 (10%)	$ 624.00
						Phase 2 (10%)	$ 624.00
						Phase 3 (15%)	$ 936.00
						Total	**$ 8,424.00**

Total	**$ 5,765,000.00**

Section 8

Project Timeline

Proposed Project Timeline		
Stage	Start Date	Completion Date
Notice to Proceed	9/1/2023	9/1/2023
Phase 1 and Phase 2 Engineering	11/1/2023	10/31/2025
Proposed Letting	1/1/2026	1/1/2026
Construction	3/1/2026	11/30/2026

Section 9

Project Narrative

FY 2025 Highway Safety Improvement Project
Narrative
Forrest Hill Ave and Sterling Ave Improvements

History

Positioned at the border of Richwoods township sections 30 and 31, the intersection of Sterling Avenue and Forrest Hill provides access to vital commercial goods and government services for residential areas adjacent to and south of I-74 in the Cities of Peoria and West Peoria. Sterling Avenue and Forrest Hill Avenue are arterial roadways that serve approximately 20,000 vehicles daily. The speed limit along Forrest Hill Avenue varies between 30 and 35 mph while the speed limit along Sterling Avenue is 45 mph. The north and south approaches of the intersection consist of two 12-foot-wide through lanes, a 12-foot right turn lane, and an 11-foot-wide left turn lane. The east and west approaches consist of a 12-foot through lane a12-foot right turn lane, and an 11-foot-wide left turn lane. The east leg of Forrest Hill Avenue has 6-foot-wide bike lanes and 7-foot-wide painted buffers in each direction. All left turn lanes are negatively offset with 4-foot-wide abutting medians. There are sidewalk accommodations along each leg of the intersection. There are painted crosswalks through the intersection. However, there are no gaps in the medians or ADA ramps to properly accommodate the pedestrian crossings.

The signalized intersection is coordinated along Sterling Avenue. Traffic signals for this intersection are placed within the channelizing islands in each quadrant.

The intersection is a crossing zone for two routes of the “CityLink” bus routes. The intersection is the only location for pedestrians to cross the roadway as they commute between these bus stops and transfer routes.

In the late 1990s and early 2000s, Forrest Hill was reconstructed from University Street to just east of Sterling Avenue as a five-lane roadway with bicycle friendly outside lanes. In 2018, the City of Peoria restriped the outside lane in each direction to provide better bicycle accommodations as shown in the Bicycle Master Plan. These bike lanes connect to the existing bike lanes on the west side of the intersection.

Crashes

The intersection of Forrest Hill Avenue and Sterling Avenue is classified as a high crash location per the IDOT Local Safety Tier Map. A total of 114 crashes occurred at this intersection during the last five years of crash data (2018-2022). The breakdown of crashes by year, collision type, and injury type can be seen below.

TOTAL CRASHES:TYPE AND NUMBER

		YEAR					TOTAL
		2018	2019	2020	2021	2022	
A.	ANGLE	3(2)	2	1	2	2	**10(2)**
B.	ANIMAL						
C.	PEDALCYCLIST						
D.	FIXED OBJECT	1	2	1(1)	1		**5(1)**
E.	HEAD ON						
F.	OTHER NON-COLLISION	2		1		1	**4**
G.	OTHER OBJECT						
H.	OVERTURNED						
I.	PARKED VEHICLE						
J.	PEDESTRIAN	2(2)					**2(2)**
K.	REAR END	7(1)	7(2)	4(2)	4	3	**25(5)**
L.	SIDESWIPE OPPOSITE DIRECTION				1		**1**
M.	SIDESWIPE SAME DIRECTION		3		1	1	**5**
N.	TURNING	8(5)	14(8)	8(3)	17(7)	15(9)	**62(32)**
	TOTAL CRASHES	23(10)	28(10)	15(6)	26(7)	22(9)	**114(42)**
INJURY TYPE	Fatal						
	Type A	3	3	2	1	1	**10**
	Type B	1	2		4	4	**11**
	Type C	6	5	4	2	4	**21**
	PD	13	18	9	19	13	**72**
	WET	2	3	1	3	3	**12**
	DARKNESS	4	2	5	8	6	**25**
	ICE/SNOW OR SLUSH			1	1		**2**
	IMPAIRED DRIVER CRASH	1		1			**2**

( ) INDICATES NUMBER OF INJURY CRASHES

* INDICATES 1 FATAL CRASH

Several injuries occurred as a result of these crashes including 10 type A injuries, 11 type B injuries, and 21 type C injuries. Both pedestrian crashes resulted in injury (Type A and Type C). The pedestrian crash was caused by inadequate crossing accommodations. According to the police crash report, the cause of the type A pedestrian crash was due to a pedestrian stepping off of the center median to complete crossing westbound across the southbound lane of Sterling Avenue.

Aside from pedestrian crashes, turning collisions are the predominant crash type. Of the total crashes, over half are turning crashes, 58 of which were caused by left turning maneuvers. The predominance of left turning collisions is partially caused by the visibility issues associated with negatively offset left turn lanes. Rear end collisions were

Safety Improvements

Several improvements are proposed to decrease the number of crashes occurring at the intersection,

- Reconfiguring left turn lanes to eliminate negative offsets
- Replace all signal backplates with retroreflective backplates
- Improve ADA accommodations to meet PROWAG Standards
- improve the angle of channelized right turn lanes
- Move signals out of intersection islands

By reconstructing the intersection to eliminate the left turn lane negative offsets and improve the angle of the channelized right turns, the crash risk of both right and left turning crashes will be greatly reduced. These improvements, in addition to the retroreflective signal backplates will also help to reduce the risk of the second most dominant crash trend, rear ends. The removal of the signal posts from within the intersection will reduce the risk of fixed object collisions.

A cost benefit analysis using the IDOT B/C ratio spreadsheet was performed based on these four improvements. The corresponding crash reduction factors used in the analysis are as follows;

3.2.26.17.1 – Pavement – Improve left-turn lane offset to create positive offset

3.4.2.17.1 – Signalization – Relocation of Signal Supports

3.4.39.I7.1 - Signalization - Signal backplate improvements (retroreflective, etc.)

3.2.31.AL.1 - Improve angle of channelized right turn lane

Although pedestrian collisions were not the most frequent crash trend at this intersection, the police reports indicate that at least one pedestrian injury crash was directly caused by the poor pedestrian accommodations. Therefore, this project will also include improvement of pedestrian facilities to meet ADA standards

The benefit-cost ratio for the 5-year analysis period was calculated to be 1.08. The total estimated cost for this project is $5,765,000 which includes all the contracted work associated with the construction of this project. The City of Peoria is requesting the full amount in funding from the Highway Safety Improvement Program.

Section 10

LRS Grant Application

Local Roads & Streets Grant Application

Program Information		
1.	IDOT Grant Program	Local Highway Safety Improvement Program
2.	Solicitation Cycle	Fiscal Year 2025
Applicant Information		
3.	Lead Applicant Name (Local Public Agency)	City of Peoria
4.	Partners/Co-Applicants	
5.	Employer / Taxpayer Identification Number (EIN, TIN) for Lead Applicant	37-6001761
6.	Organizational UEI Number (SAM.GOV) for Lead Applicant	K6UKNLP5HVS3
7.	Business Address for Lead Appliant	Street address: 419 Fulton Street City: Peoria State: IL County: Peoria Zip + 4: 61602-1217
Applicant's Name and Contact Information for Person to be involving this Application		
8.	First Name	Paola
9.	Last Name	Mendez-Silvagnoli
10.	Suffix	PE
11.	Title	Assistant City Engineer
12.	Organizational Affiliation	Department of Public Works
13.	Telephone Number	309.494.8811
14.	Fax Number	
15.	Email address	pmendez@peoriagov.org
Applicant's Project		
16.	Description of Applicant's Project	Reconstructing the Forrest Hill/Sterling Intersection to remove negative left-turn offsets, relocate traffic signal equipment outside of the clear zone, and update pedestrian accommodations at the intersection.

Section 11

BLR 01401 – LRS Risk Assessment

Illinois Department of Transportation

Local Roads & Streets Federal Funds Application
Risk Assessment

Local Public Agency

City of Peoria

Risk Factor	Description	Definition of Scale (time frames are based on LPA fiscal year)	Points
General History of Performance	Have there been any changes in key organizational staff or leadership, such as Fiscal and Administrative Management, Transportation Related Program/Project Management, and/or Elected Officials?	**0 points** - No significant changes in the last 4 or more years; **1 point** - Minor changes, but majority of key staff and officials have not changed in the last 4 years; **2 points** - Significant key staff or elected leadership changes within the last 3 years; **3 points** - Significant key staff and elected leadership changes within the last 3 years.	1
	What is the LPA's history with federal-aid funded transportation projects?	**0 points** - One or more federal-aid funded transportation projects per year; **1 point** - At least one project within the past three years; **2 points** - At least one project within the past 5 years; **3 points** - None or more than 5 years	0
	Does LPA have qualified technical staff with experience managing federal-aid funded transportations through IDOT?	**0 points** - Full-time employee with experience designated as being in "responsible charge"; **1 point** - LPA has qualified technical staff, but will be utilizing an engineering consultant to manage day-to-day with LPA technical staff oversight; **2 points** - LPA has no technical staff and all technical work will be completed by consultant, but LPA staff has prior experience with federal-aid projects; **3 points** - LPA staff have no prior experience or technical expertise and relying solely on consultant.	1
	Has the LPA been untimely in submitting invoicing, reporting on federal-aid projects as required in 2 CFR 200, and or audits as required?	**0 points** - No; **1 point** - Delays of 6 or more months; **2 points** - Delays of up to 1 year; **3 points** - 1 year or more years of delay.	1
Financial Controls	Are the annual financial statements prepared in accordance with Generally Accepted Accounting Principles or on a basis acceptable by the regulatory agency?	**0 points** - Yes; **3 points** - no	0
	What is the LPA's accounting system?	**0 points** -Automated accounting software; **1 point** - Spreadsheets; **2 points** - Paper only; **3 points**- None.	0
	Does the organization have written policies and procedures regarding proper segregation of duties for fiscal activities that include but are not limited to: a) authorization of transactions; b) record keeping for receipts and payments; and c) cash management?	**0 points** - Yes; **3 points** - no	0
Audits	When was the last time a financial statement audit was conducted?	**0 points** - In the past year; **1 point** - In the past 2 years; **2 points** - In the past three years; **3 points** - 4 years or more or never.	0
	What type of financial statement audit has the organization had conducted?	**0 points** - Single Audit/Program Specific Audit in accordance with 2 CFR 200.501 or Financial audit conducted in accordance with Generally Accepted Auditing Standards or Generally Accepted Government Auditing Standards; **1 point** -Financial review; **3 points** - Other type or none	0
	Did the most recent audit disclose findings considered to be significant deficiencies or material weaknesses?	**0 points** - No; **3 points** - yes, or no audits required	3
	Have the findings been resolved?	**0 points** - Yes or no findings; **1 point** - In progress; **3 points** - No	1

Summary of Risk	
General History of Performance	3
Financial Controls	0
Audits	4
Total	7

Completed By

Shaun Schoonover

Title/Role

Public Works Finance Manager

Signature & Date

6-30-23

Completed 06/30/23

Section 12

BoBS 2831 – Disclosure of Conflicts of Interest

Illinois Department of Transportation

Uniform Grant Agreement Affidavit of Disclosure of Conflicts of Interest-Grantee

06.068.0148

Agreement No.

Employee Name	Position of Employee
Patrick Urich	City Manager

Grantee's disclosure of the information contained in this Form is required by the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards published in Title 2, Part 200 of the Code of Federal Regulations, 2 CFR 200.112, and 44 Ill. Admin Code 7000.40(b)(3). As an Employee or Officer of Grantee, I will remain bias-free before, during and after the award process of the Grant Agreement. Pursuant to the above referenced Uniform Guidance and Administrative Rules, I have identified below any relationship I have, or have had, of a family, political, financial, or social nature with any of Grantor's employees related to this Grant Agreement, and wait for direction from the Grants Unit Manager and the Department's Ethics Officer before proceeding to participate with Grantor in the award process. After submittal of this Disclosure to the Department's Bureau of Business Services, the Bureau of Business Services will provide this form to the Ethics Officer if a conflict is noted.

Check statement 1 or 2. If you check statement 1, please sign and date the form. If you check statement 2, please complete the information and then sign and date the form.

☒ 1. I do not have, nor have I had, any relationship described above nor any other conflict of interest with any of Grantor's employees for this Grant Agreement.

☐ 2. I have, or have had, a relationship described above or other conflict of interest with the following employees of Grantor for this Grant Agreement.

Name of Grantor's employee or officer

Nature of Potential Conflict

☐ By checking this box and typing my name below, I verify this document has been reviewed and approved by the owner and myself.

Approver Name	Date

Section 13

Crash Reports

ILLINOIS TRAFFIC CRASH REPORT

Sheet 1

AD002

DRAC		PEDV	TRFD	TRFC	WEAT	DRVA		VIS		VEHD		LGHT	COLL	MANV		PPA	PPL
01 U1	12 U2	01	01	01	01	01 U1	U2	01 U1	U2	01 U1	U2	05	01	01 U1	U2	64	01

INVESTIGATING AGENCY: PEORIA POLICE DEPARTMENT

DAMAGE TO ANY ONE PERSON'S VEHICLE / PROPERTY: ☐ $500 OR LESS ☐ $501 - $1,500 ☒ OVER $1,500

TYPE OF REPORT: ☒ ON SCENE ☐ NOT ON SCENE (DESK REPORT) ☐ AMENDED

☐ A No Injury / Drive Away ☒ B Injury and / or Tow Due To Crash

AGENCY CRASH REPORT NO.: YR 2018 — 1800008072

TRFW: 03

ADDRESS NO.: | HIGHWAY or STREET NAME: N STERLING | ☒ City ☐ Township: PEORIA

INTERSECTION RELATED ☐Y ☒N | PRIVATE PROPERTY ☐Y ☒N | HIT & RUN ☐Y ☒N

DATE OF CRASH: 04/22/2018 | TIME: 09:27 ☐ AM ☒ PM | LARS CODE

VEHT U1: 01 U2:

☒ 30 (CIRCLE) ~~X~~ / MI (CIRCLE) N E ~~S~~ W FROM ☐ AT INTERSECTION WITH: FORREST HILL (NAME OF INTERSECTION OR ROAD FEATURE)

COUNTY: PEORIA

DOORING WITH PEDALCYCLIST? ☐Y ☒N

NUMBER MOTOR VEHICLES INVLD: 1

LARS CODE

NO. LANES: 04

ALGN: 01

RSUR: 01

UNIT 1

NAME (LAST, FIRST, MI): BUHS, SHAYNA, N — ☒ DRIVER ☐ PARKED ☐ DRIVERLESS ☐ PED ☐ PEDAL ☐ EQUES ☐ NMV ☐ NCV

DATE OF BIRTH: 08/31/2000

STREET ADDRESS: 3454 W RICHWOODS BV

SEX: F | SAFT: 2 | AIR: 04

CITY: PEORIA | STATE: IL | ZIP: 61604

INJURY: 0 | EJECT: 1

TELEPHONE: (309)-668-2878

DRIVER LICENSE NO.: B20079400848 | STATE: IL | CLASS:

TAKEN TO: | EMS AGENCY:

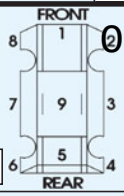
MAKE: VOLVO | MODEL: LEXS SC400 | YEAR: 2002

PLATE NO.: AQ11124 | STATE: IL | YEAR: 2018

VIN: YV1VS29532F804930

CIRCLE NUMBER(S) FOR DAMAGED AREA(S): 00 - NONE; 10 - UNDER CARRIAGE; 11 - TOTAL (ALL AREAS); 12 - OTHER; 99 - UNKNOWN

POINT OF FIRST CONTACT: 02



	Y	N
TOWED DUE TO CRASH	☐	☒
FIRE	☐	☒
CELLPHONE	☐	☒
EXCEED SPEED LIMIT	☐	☒
COM VEH * IF YES SEE SIDEBAR	☐	☒

VEHICLE OWNER (LAST, FIRST M.I.): BUHS, SHAYNA, N

INSURANCE CO.: BADGER MUTUAL

OWNER ADDRESS (STREET, CITY, STATE, ZIP): 3454 W RICHWOODS BV PEORIA IL 61604

TELEPHONE: (309)-668-2878

POLICY NO.: 0056349302

VEHU U1: 02

UNIT 2

NAME (LAST, FIRST, MI): JEFFERSON, ZETTEY, T — ☐ DRIVER ☐ PARKED ☐ DRIVERLESS ☒ PED ☐ PEDAL ☐ EQUES ☐ NMV ☐ NCV

DATE OF BIRTH: 03/29/1998

STREET ADDRESS: 2410 N LEMAN RD

SEX: F | SAFT: | AIR:

CITY: PEORIA | STATE: IL | ZIP:

INJURY: A | EJECT:

TELEPHONE: (870)-203-4195

DRIVER LICENSE NO.: | STATE: | CLASS:

TAKEN TO: OSF ST FRANCIS MED CTR | EMS AGENCY: AMT AMBULANCE

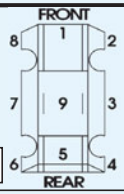
MAKE: | MODEL: | YEAR:

PLATE NO.: | STATE: | YEAR:

VIN:

CIRCLE NUMBER(S) FOR DAMAGED AREA(S): 00 - NONE; 10 - UNDER CARRIAGE; 11 - TOTAL (ALL AREAS); 12 - OTHER; 99 - UNKNOWN

POINT OF FIRST CONTACT:



	Y	N
TOWED DUE TO CRASH	☐	☐
FIRE	☐	☐
CELLPHONE	☐	☒
EXCEED SPEED LIMIT	☐	☐
COM VEH * IF YES SEE SIDEBAR	☐	☐

VEHICLE OWNER (LAST, FIRST M.I.):

INSURANCE CO.:

OWNER ADDRESS (STREET, CITY, STATE, ZIP):

TELEPHONE:

POLICY NO.:

U2:

RDEF: 01

BAC U1: 96

U2: 96

OCCS U1: 1

U2:

DIRP U1: 05

U2:

(UNIT)	(SEAT)	(DOB)	(SEX)	(SAFT)	(AIR)	(INJ)	(EJCT)	PASSENGERS & WITNESSES ONLY (NAME) / (ADDR) / (TEL)	(HOSP)	(EMS)
		03/30/1988	F					BULLINER, QUARTRESSA, R 509 S KERSEE ST (229)-460-4591		

UNIT 1

(EVNO)	(MOST)	(EVNT)	(LOC)
1	☒	12	1
2	☐		
3	☐		

UNIT 2

(EVNO)	(MOST)	(EVNT)	(LOC)
1	☐		
2	☐		
3	☐		

DAMAGED PROPERTY OWNER NAME: | DAMAGED PROPERTY:

PROPERTY OWNER ADDRESS: | CITY: | STATE: | ZIP:

ARREST NAME: | SECTION: | CITATION NO.:

ARREST NAME: | SECTION: | CITATION NO.:

OFFICER ID.: PP1144 | SIGNATURE: MICHAEL JONES | BEAT / DIST.: 0132700 | SUPERVISOR ID.: PP886 - PATTERSON,MICHAEL J

CONTRIBUTORY CAUSE(S)

PRIMARY: 99

SECONDARY: 99

POSTED SPEED LIMIT: 45

DATE POLICE NOTIFIED: 04/22/2018 | TIME NOTIFIED: 09:27 ☐ AM ☒ PM

COURT DATE: | COURT TIME: ☐ AM ☐ PM

DID CRASH OCCUR IN A WORK ZONE? ☐Y ☒N

IF YES CHECK ONE BELOW:

☐ CONSTRUCTION
☐ MAINTENANCE
☐ UTILITY
☐ UNKNOWN WORK ZONE TYPE

WORKERS PRESENT? ☐Y ☒N

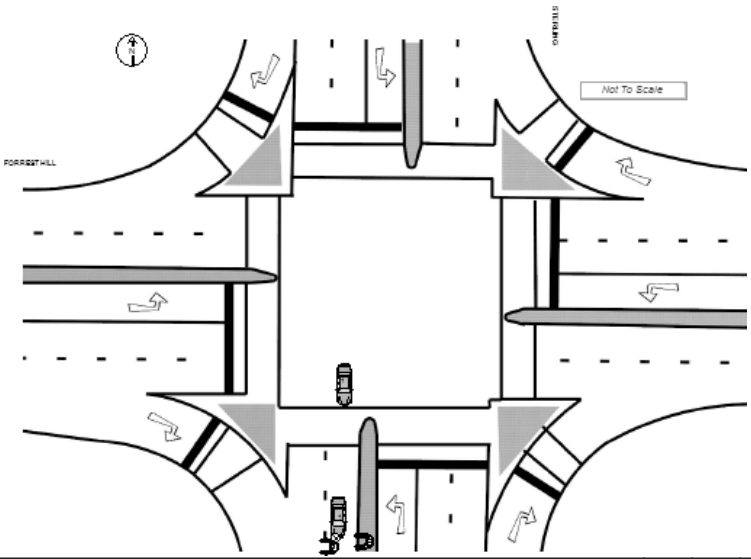
Printed by authority of the State of Illinois

SR 1050 JANUARY 2013

*IF YES TO COM VEH, COMPLETE COMMERCIAL MOTOR VEHICLE AREA ON BACK.

REMEMBER TO USE BLACK INK, PRESS HARD, PRINT LEGIBLY AND COMPLETE ALL REQUIRED FIELDS!

A **Diagram** and **Narrative** are required on all **Type B** crashes, **even if** units have been moved prior to the officer's arrival.



NARRATIVE (Refer to vehicle by Unit No.)

UNIT 1 STATED SHE WAS SOUTHBOUND ON STERLING AT FORREST HILL WHEN SHE STRUCK A PEDESTRIAN THAT WAS CROSSING THE ROAD. UNIT 1 SAID SHE HAD A SOLID GREEN AT THE FORREST HILL INTERSECTION AND CONTINUED THROUGH AT APPROXIMATELY 45 MPH. UNIT 1 TOLD ME SHE SAW THE PEDESTRIAN STEP OFF OF THE CENTER MEDIAN CROSSING WESTBOUND ACROSS THE SOUTHBOUND LANES. UNIT 1 SAID SHE APPLIED THE BRAKES BUT WAS UNABLE TO STOP IN TIME PRIOR TO STRIKING THE PEDESTRIAN. UNIT 1 INFORMED ME SHE WAS IN THE CENTER LANE. UNIT 1 ESTIMATED THE PEDESTRIAN TO BE STANDING 30 FEET SOUTH OF THE SOUTH SIDE CROSS WALK AT FORREST HILL AND STERLING INTERSECTION.

THERE WAS AN IMPRINT OF A HAND AND A LARGE IMPRINT ON THE RIGHT SIDE OF THE FRONT HOOD. THERE WAS ALSO CONTACT DAMAGE TO THE LOWER RIGHT SIDE OF THE WINDSHIELD.

A WITNESS, BULLINER, STATED SHE WAS NORTHBOUND ON STERLING AND SAW THE PEDESTRIAN STANDING ON THE CENTER MEDIAN. BULLINER SAID SHE SAW WHAT SHE BELIEVED TO BE UNIT 1 SPEEDING UP TO BEAT THE YELLOW LIGHT. BULLINER TOLD ME SHE SAW THE PEDESTRIAN STEP INTO THE ROADWAY AND WAS THEN STRUCK BY UNIT 1.

I SPOKE WITH THE PEDESTRIAN, JEFFERSON, AT OSF DUE TO HER BEING TRANSPORTED IMMEDIATELY BY AMT. JEFFERSON STATED SHE WAS STANDING ON THE CENTER MEDIAN

LOCAL USE ONLY

U1 Color BLACK	U2 Color
U1 Towed by / to	U2 Towed by / to

COMMERCIAL MOTOR VEHICLE (CMV)

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designated to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

CARRIER NAME _____

ADDRESS _____

_____

CITY/STATE/ZIP _____

USDOT NO. _____ ILCC NO. _____

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

Gross Vehicle Weight Rating (GVWR) _____

Were HAZMAT placards displayed on the vehicle? ☐ **Y** ☐ **N**

If yes, name on placard _____

4-digit UN no. _____ 1-digit Hazard Class no. _____

Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? ☐ **Y** ☐ **N** ☐ **UNK**

Did HAZMAT Regulations violation contribute to the crash? ☐ **Y** ☐ **N** ☐ **UNK**

Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? ☐ **Y** ☐ **N** ☐ **UNK**

Was a Driver/Vehicle Examination Report form completed?
HAZMAT ☐ **Y** ☐ **N** ☐ **UNK** Out of Service? ☐ **Y** ☐ **N**
MCS ☐ **Y** ☐ **N** ☐ **UNK** Out of Service? ☐ **Y** ☐ **N**
Form No. _____

IDOT PERMIT NO. _____ WIDE LOAD? ☐ **Y** ☐ **N**

TRAILER WIDTH(S):	0-96"	97-102"	>102"
TRAILER 1	☐	☐	☐
TRAILER 2	☐	☐	☐

TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft

TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:
VEHICLE CONFIGURATION _____
CARGO BODY TYPE _____ LOAD TYPE _____

A **Diagram** and **Narrative** are required on all **Type B** crashes, **even if** units have been moved prior to the officer's arrival.

NARRATIVE (Refer to vehicle by Unit No.)

PRIOR TO WALKING WESTBOUND ACROSS STERLING. JEFFERSON STATED SHE DID NOT REMEMBER IF THE STERLING TRAFFIC LIGHT WAS GREEN OR NOT. JEFFERSON COMPLAINED OF RIGHT ARM AND LEG PAIN. OSF STAFF STATED JEFFERSON WAS STABLE AND THERE WERE NO BREAKS IN HER RIGHT ARM.

PICTURES WERE TAKEN OF THE SCENE AND OF JEFFERSON.

LOCAL USE ONLY

U1 Color	U2 Color
U1 Towed by / to	U2 Towed by / to

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4. Is used or designated to transport between 9 and 15 passengers, including the driver, for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

CARRIER NAME _____

ADDRESS _____

_____

CITY/STATE/ZIP _____

USDOT NO. _____ ILCC NO. _____

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

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If yes, name on placard _____

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Was a Driver/Vehicle Examination Report form completed?

HAZMAT ☐ **Y** ☐ **N** ☐ **UNK** Out of Service? ☐ **Y** ☐ **N**

MCS ☐ **Y** ☐ **N** ☐ **UNK** Out of Service? ☐ **Y** ☐ **N**

Form No. _____

IDOT PERMIT NO. _____ WIDE LOAD? ☐ **Y** ☐ **N**

TRAILER WIDTH(S):	0-96"	97-102"	>102"
TRAILER 1	☐	☐	☐
TRAILER 2	☐	☐	☐

TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft

TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION _____

CARGO BODY TYPE _____ LOAD TYPE _____

APPENDIX C

PUBLIC INVOLVEMENT COORESPONDENCE

CITY OF PEORIA

Department of Public Works

September 28, 2023

Al D. Cremeens
2413 W Hudson St,
Peoria, IL 61604

To Whom It May Concern:

We are reaching out to you because the City of Peoria and Tri-County Regional Planning Commission are conducting a study to improve safety at the intersection of Forrest Hill Avenue and Sterling Avenue. Because of the proximity of your business or property, you are considered a project stakeholder.

The study was undertaken because the intersection has a history of high crash rates, primarily involving turning collisions and inadequate pedestrian facilities. This letter outlines the results of a study intended to reduce crashes and improve safety at the intersection of Forrest Hill Avenue and Sterling Avenue.

Several improvement alternatives were analyzed and narrowed down based on their feasibility, cost-benefit ratio as it relates to crash reduction, and input from the City of Peoria engineering staff. The study recommends a full reconstruction of the intersection, including:

- reconfiguring turn lanes to improve sight lanes for left turning vehicles,
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Enclosed is a depiction of the recommended improvements laid on top of a map of the area.

The schedule to complete any improvements at this intersection is unknown as the City of Peoria just recently applied for Highway Safety Improvement Program (HSIP) funds to build the project. If the Illinois Department of Transportation accepts the HSIP application, the earliest the project could be constructed would be 2025.

If you have any questions regarding the about the enclosed information, please feel free to contact us. This study is the first step in the project development process and as the project moves forward, there will be other opportunities to provide your input.

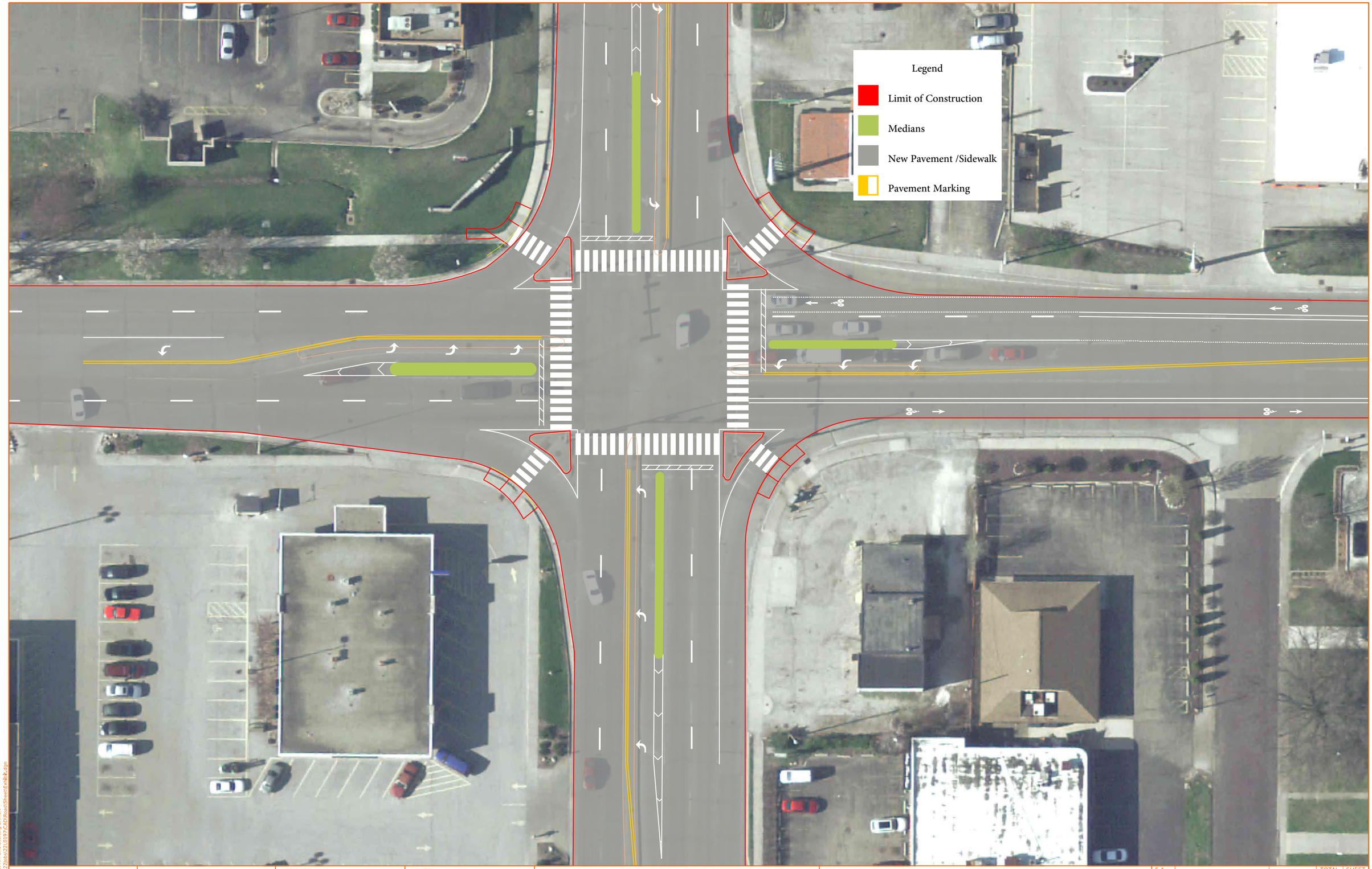
Sincerely,

Andrea Klopfenstein

Andrea Klopfenstein, P.E.
City Engineer

PRELIMINARY
NOT FOR CONSTRUCTION

HANSON
Hanson Professional Services Inc.



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/28/2023	DATE -	REVISED -	

DESIGNED
DRAWN
REVIEWED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	61			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Allen Simmons
3208 N Sterling Ave,
Peoria, IL 61604

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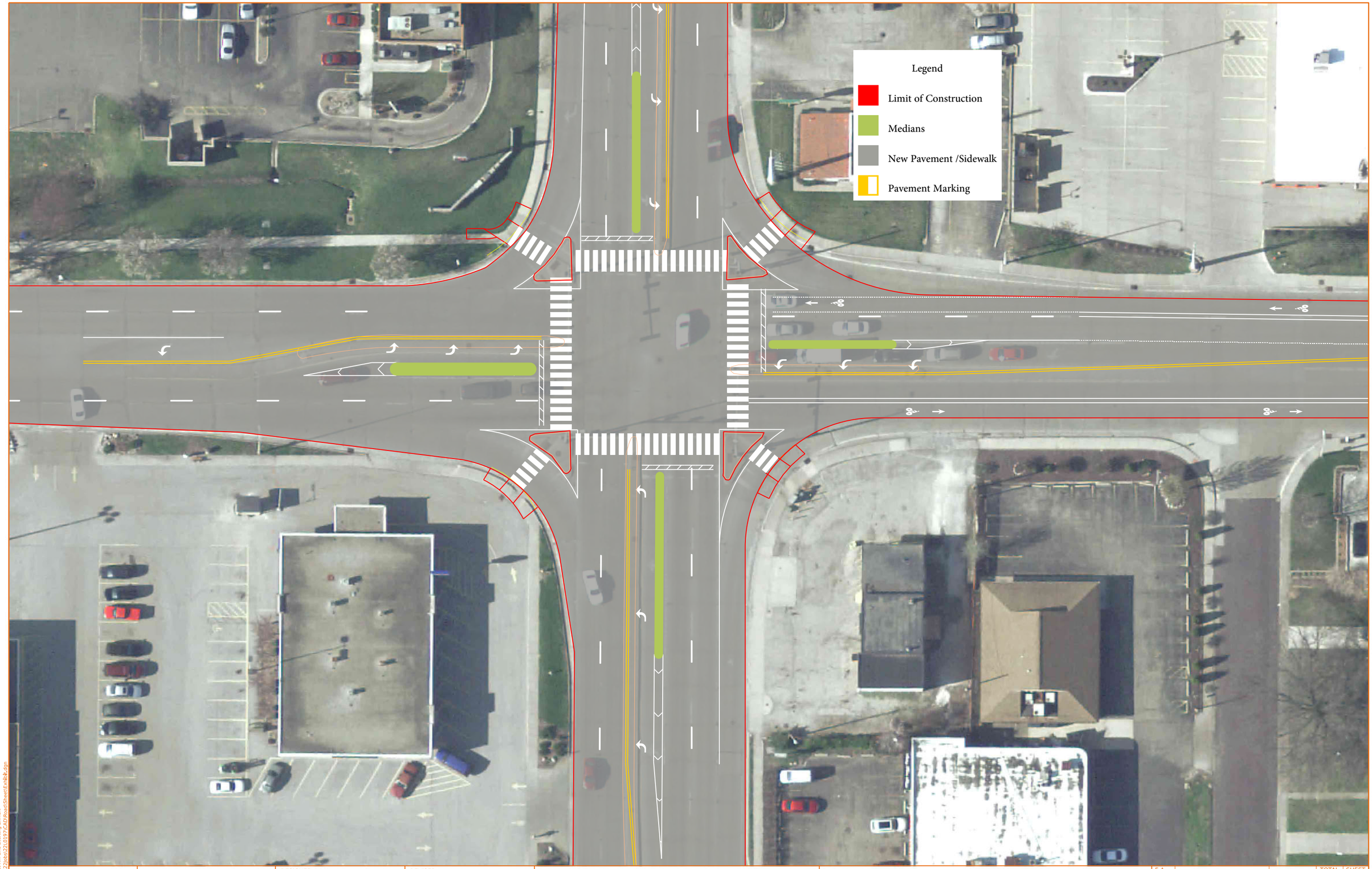

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	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/28/2023	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	64			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Arvis Foster
1808 Park Ave
Peoria, IL 61604

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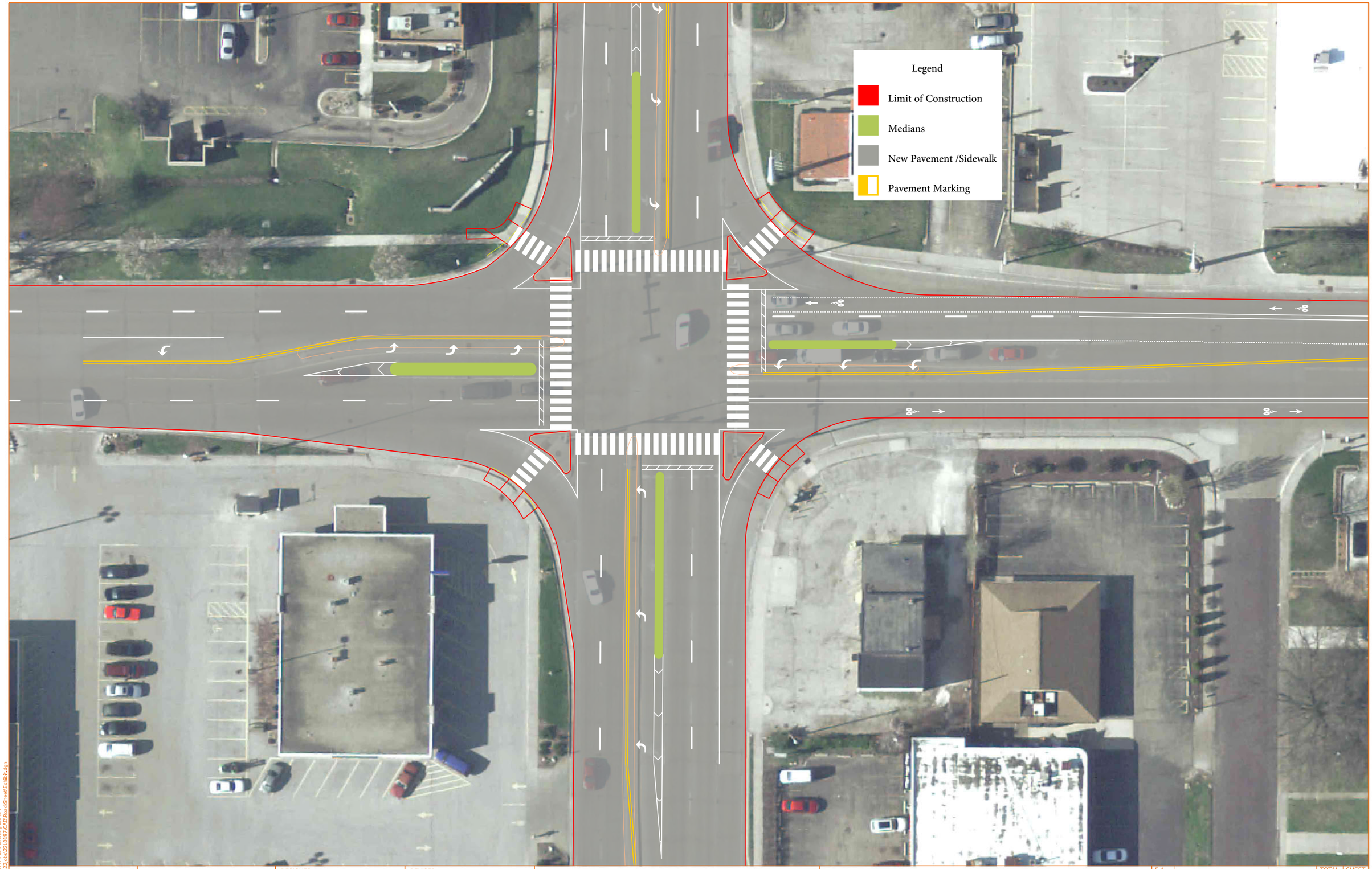

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DESIGNED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	67			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

BRE RETAIL OPERATION PARTNERSHIP LP
345 Park
New York, NY 10154

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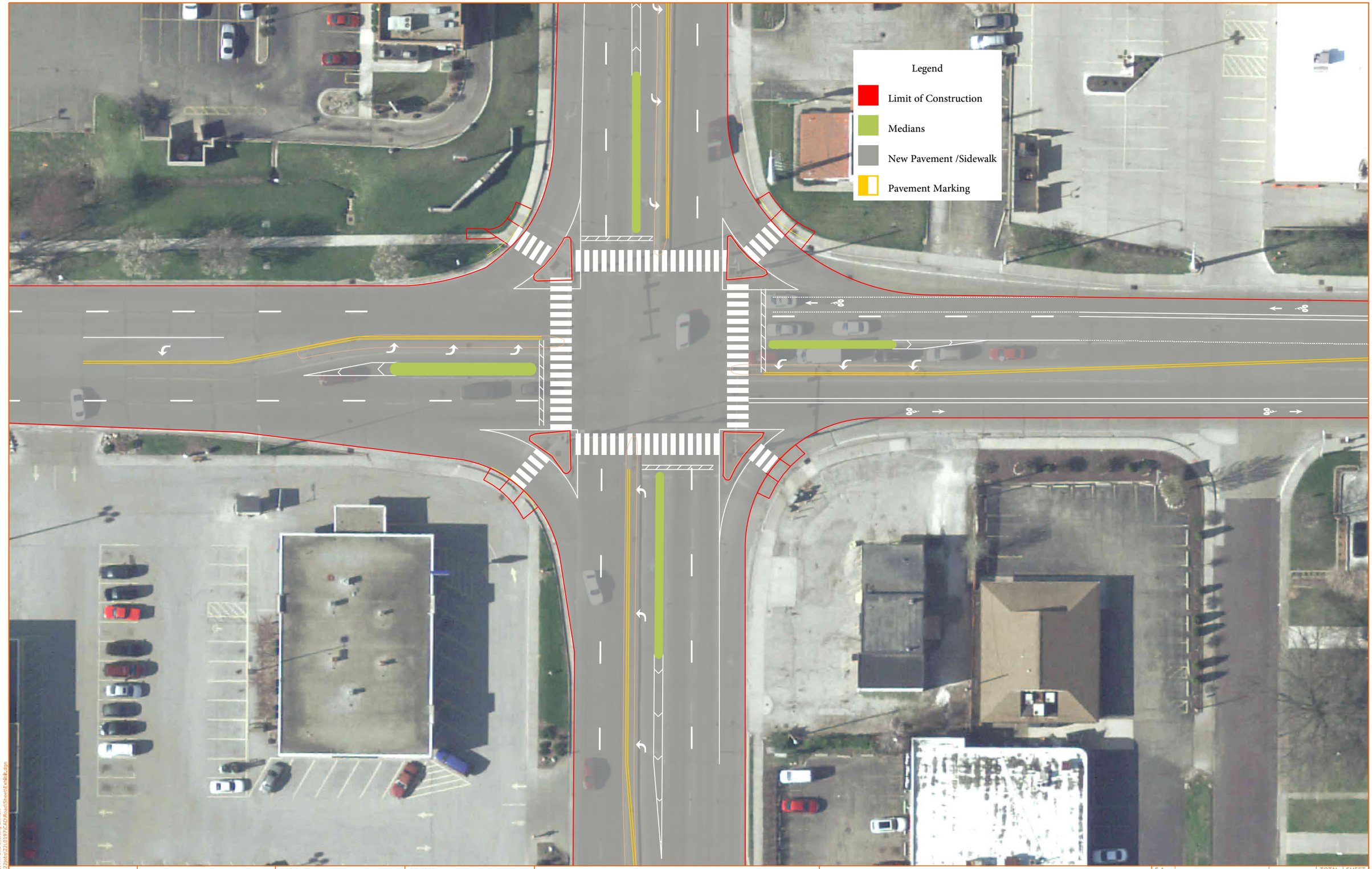

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DESIGNED
DRAWN
REVIEWED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	70			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Charlene Sidener
3212 N Sterling Ave,
Peoria, IL 61604

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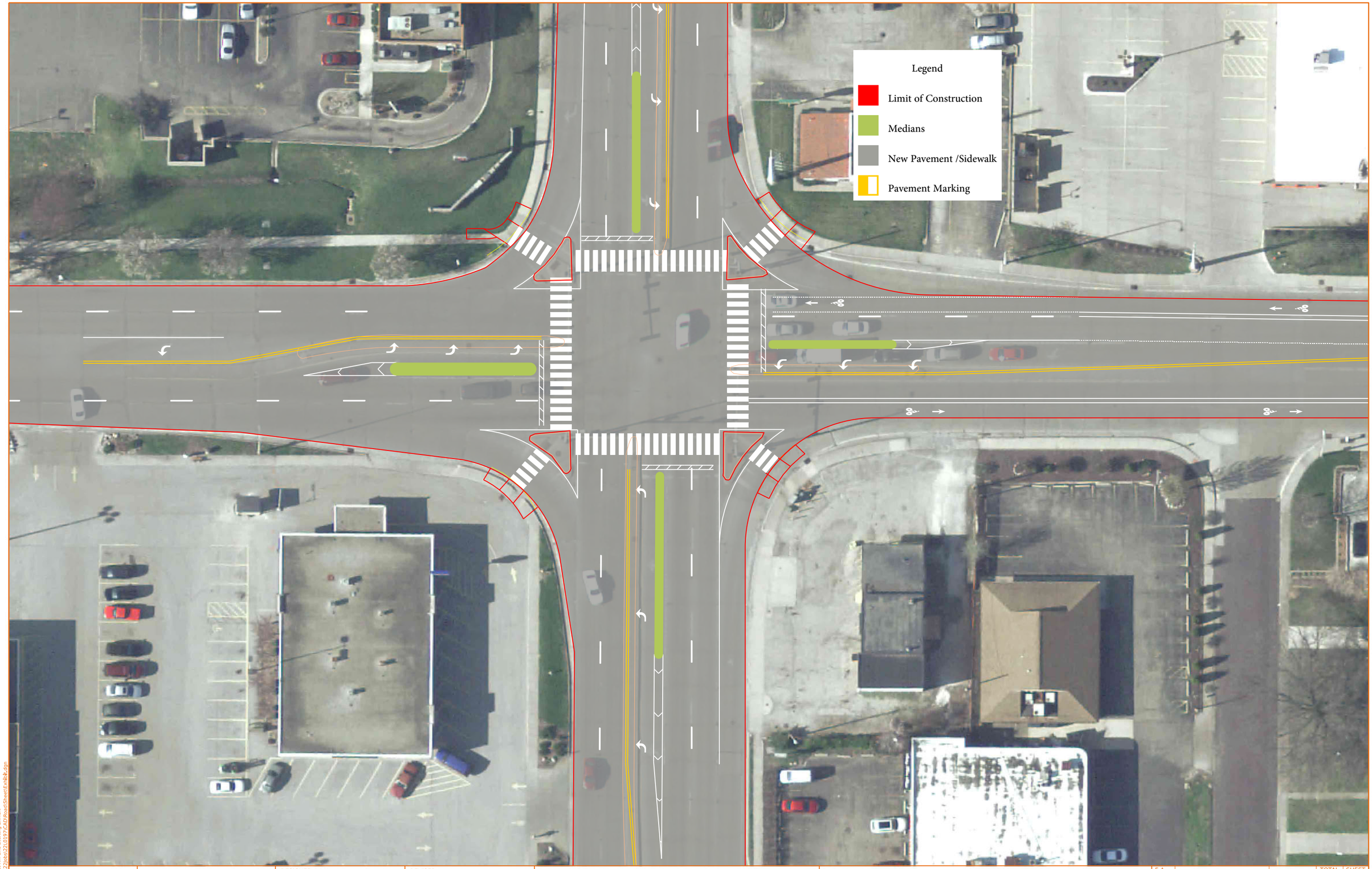
NOT FOR CONSTRUCTION

HANSON
Hanson Professional Services Inc.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	73			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Club Car Wash North Sterling LLC
1231 Old Highway 63, Suite 101
Columbia, MO 65201

To Whom It May Concern:

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City Engineer

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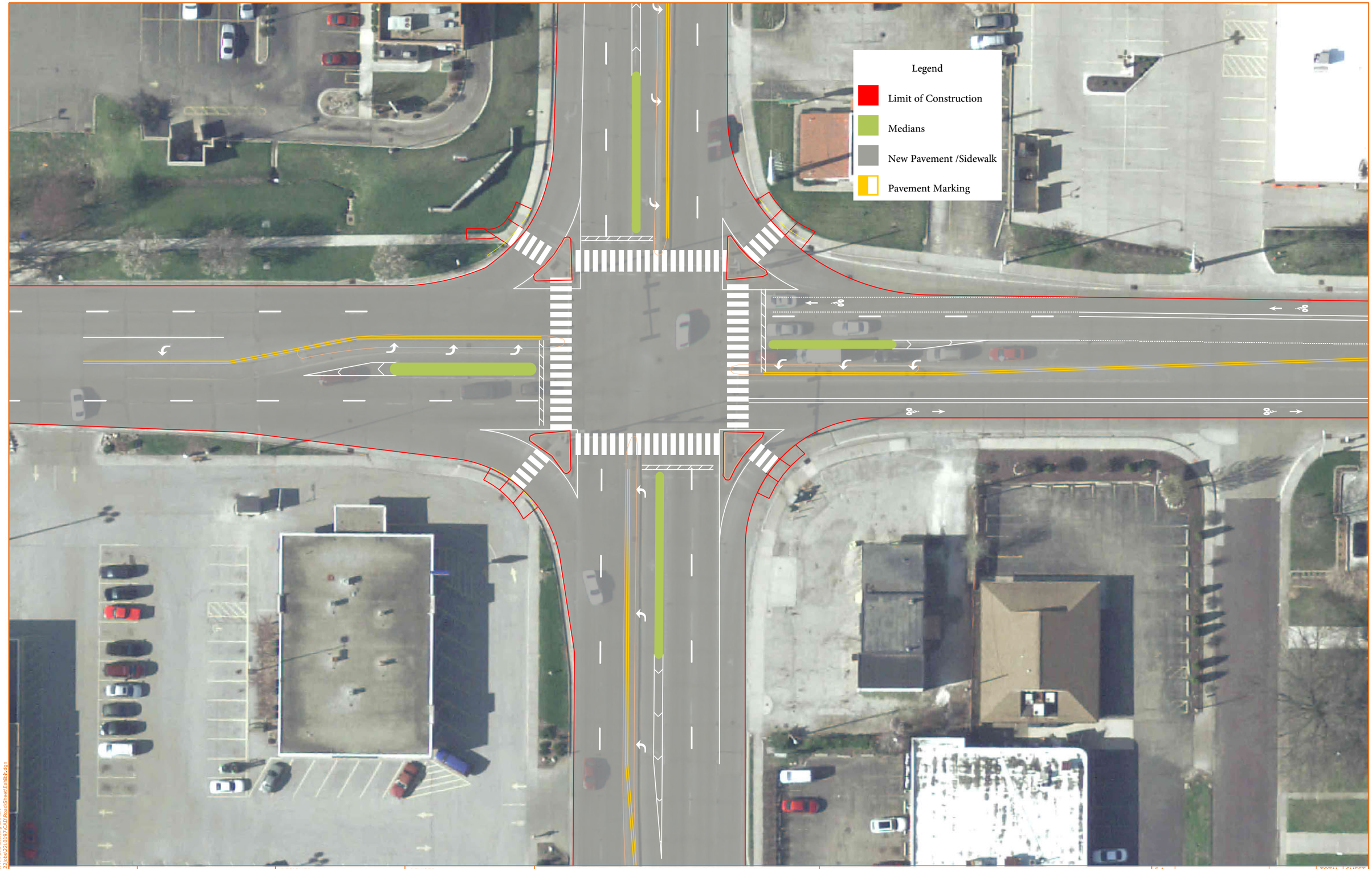

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	76			
	CONTRACT NO.			
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Forrest Hill Land Trust
2410-2412 W Forrest Hill Ave
Peoria, IL 61604

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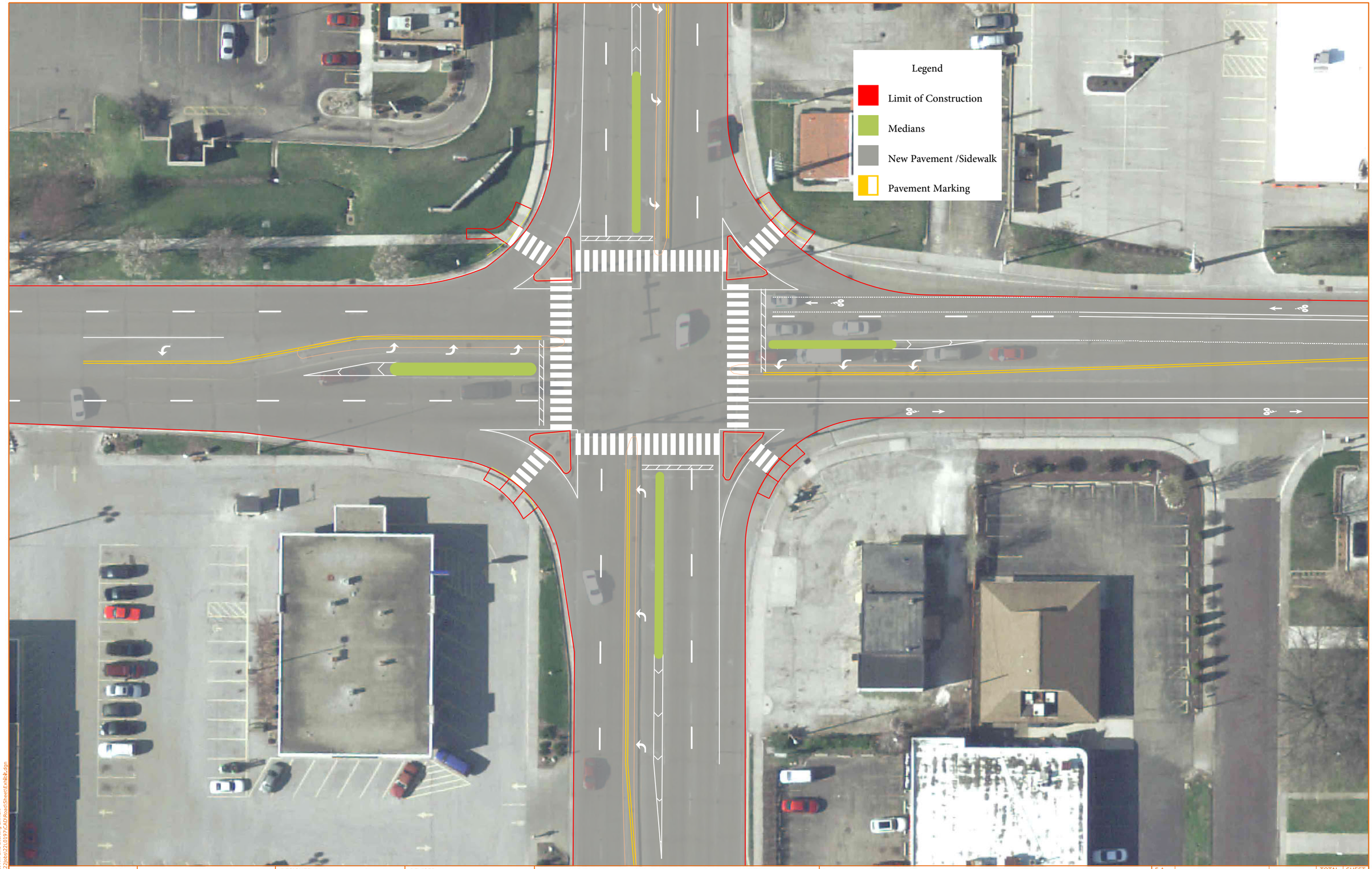

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	79			
		CONTRACT NO.		
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CITY OF PEORIA

Department of Public Works

September 28, 2023

Just For Fun Games INC
3010 N Sterling Ave
Peoria, IL 61604

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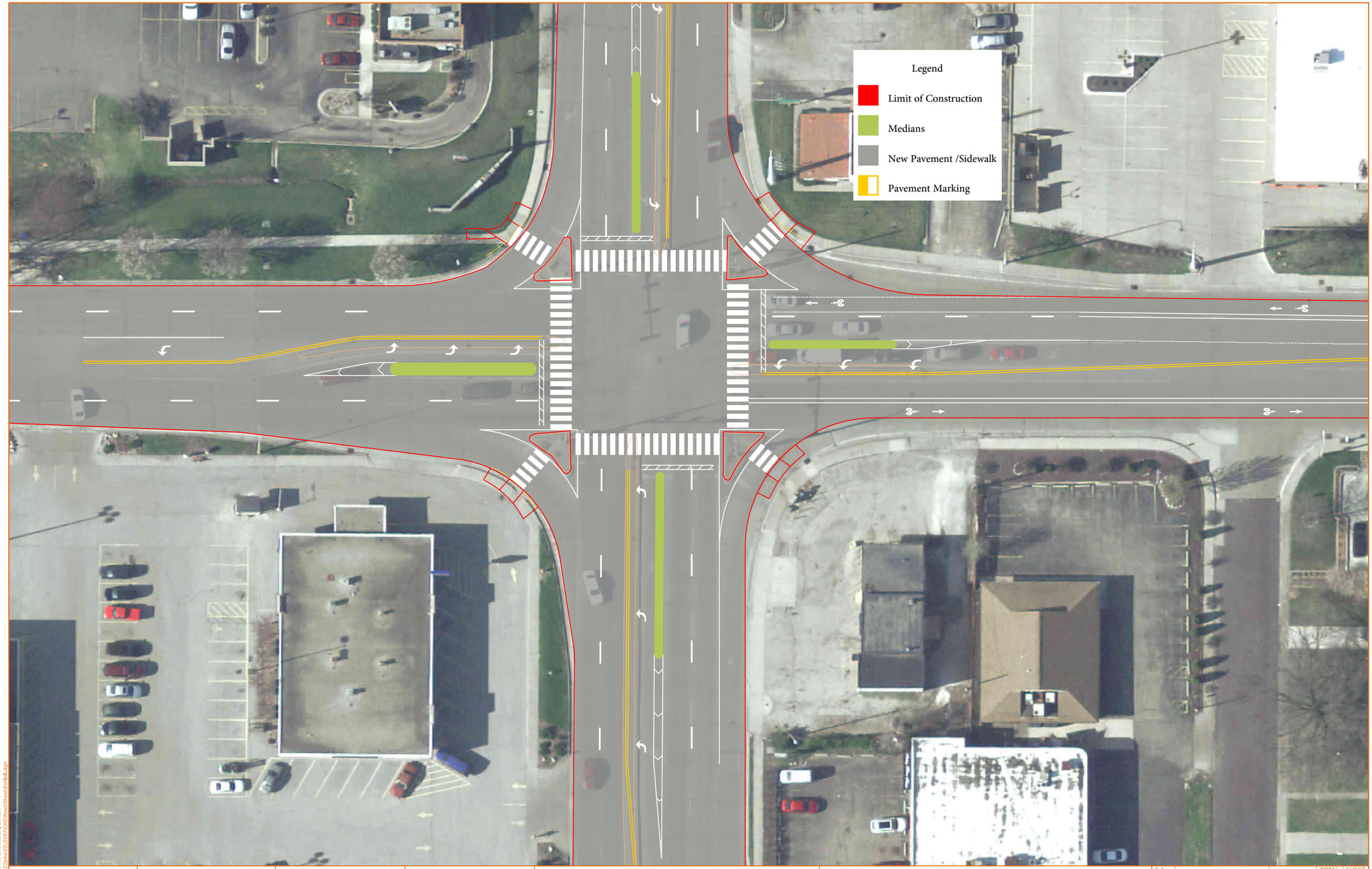

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	82			
		CONTRACT NO.		
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CITY OF PEORIA

Department of Public Works

September 28, 2023

MAPAE Group LLC
3018 N Sterling Ave
Peoria, IL 61604

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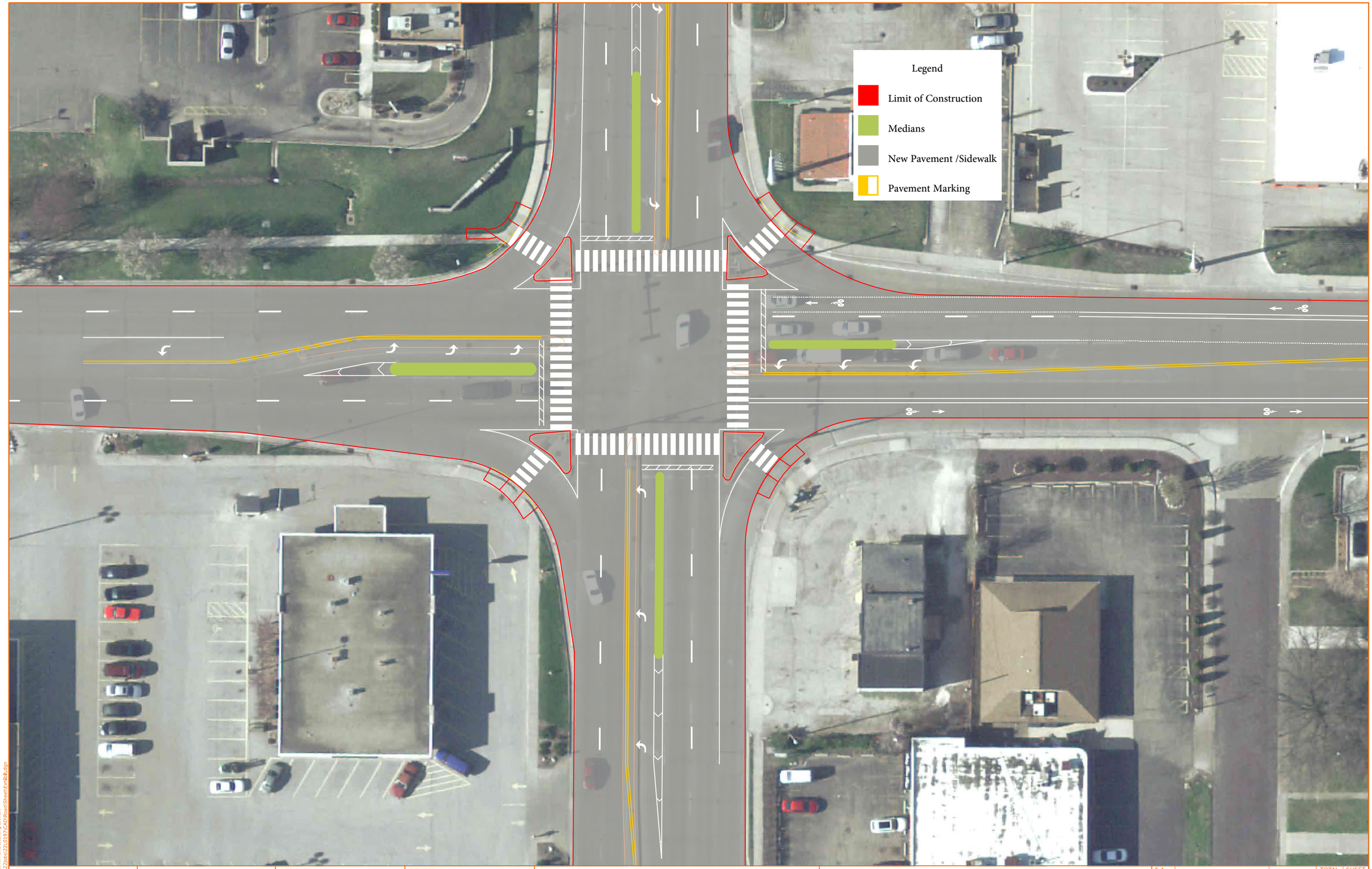

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	85			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Midwest Land Trust #1417
c/o David Schiesel
21 E Speedway Blvd
Tucson, AZ 85705

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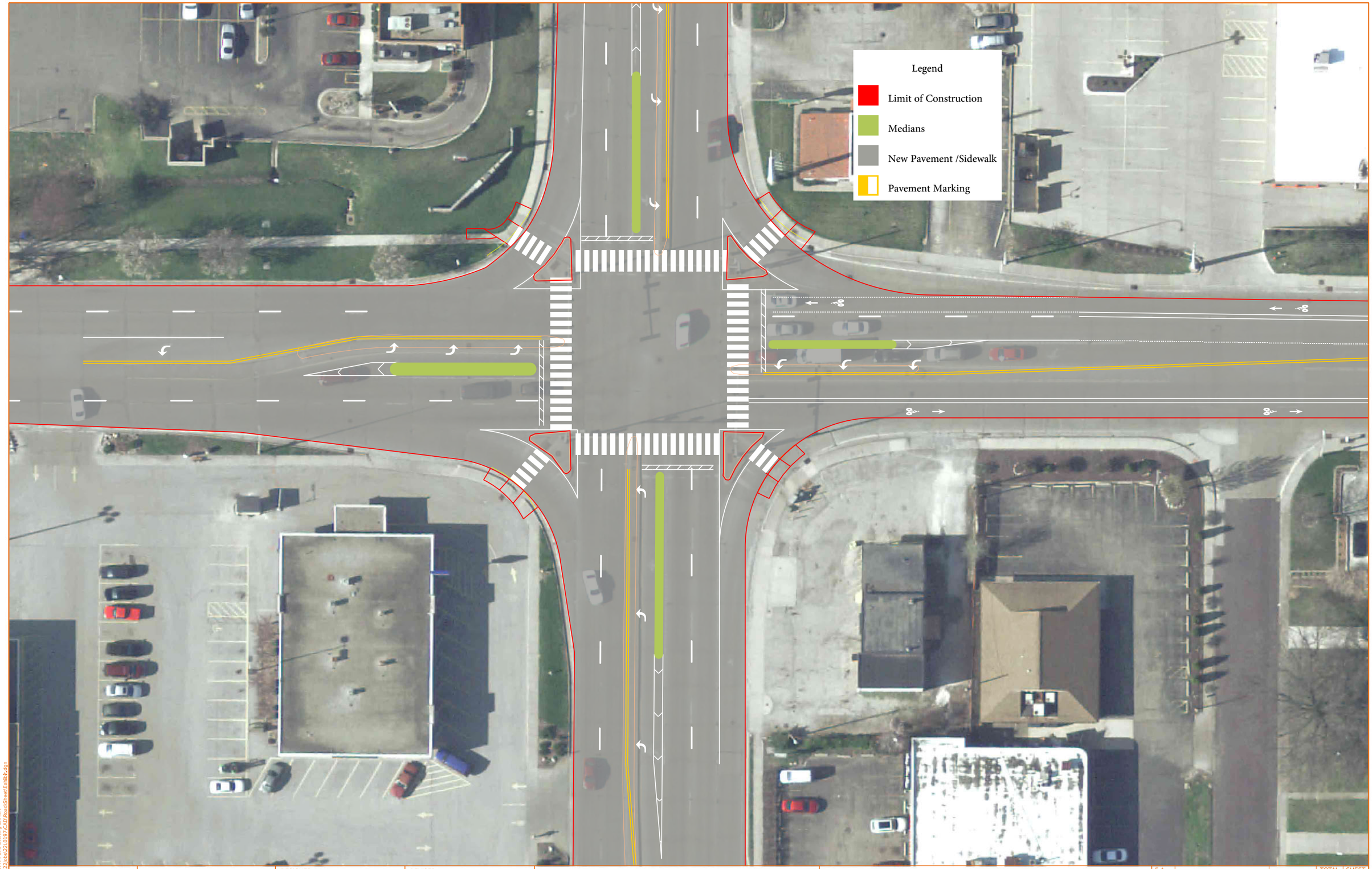

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	88			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Peoria Properties LLC
1975 Hempstead Turnpike, Ste 309
Hempstead, NY 11554

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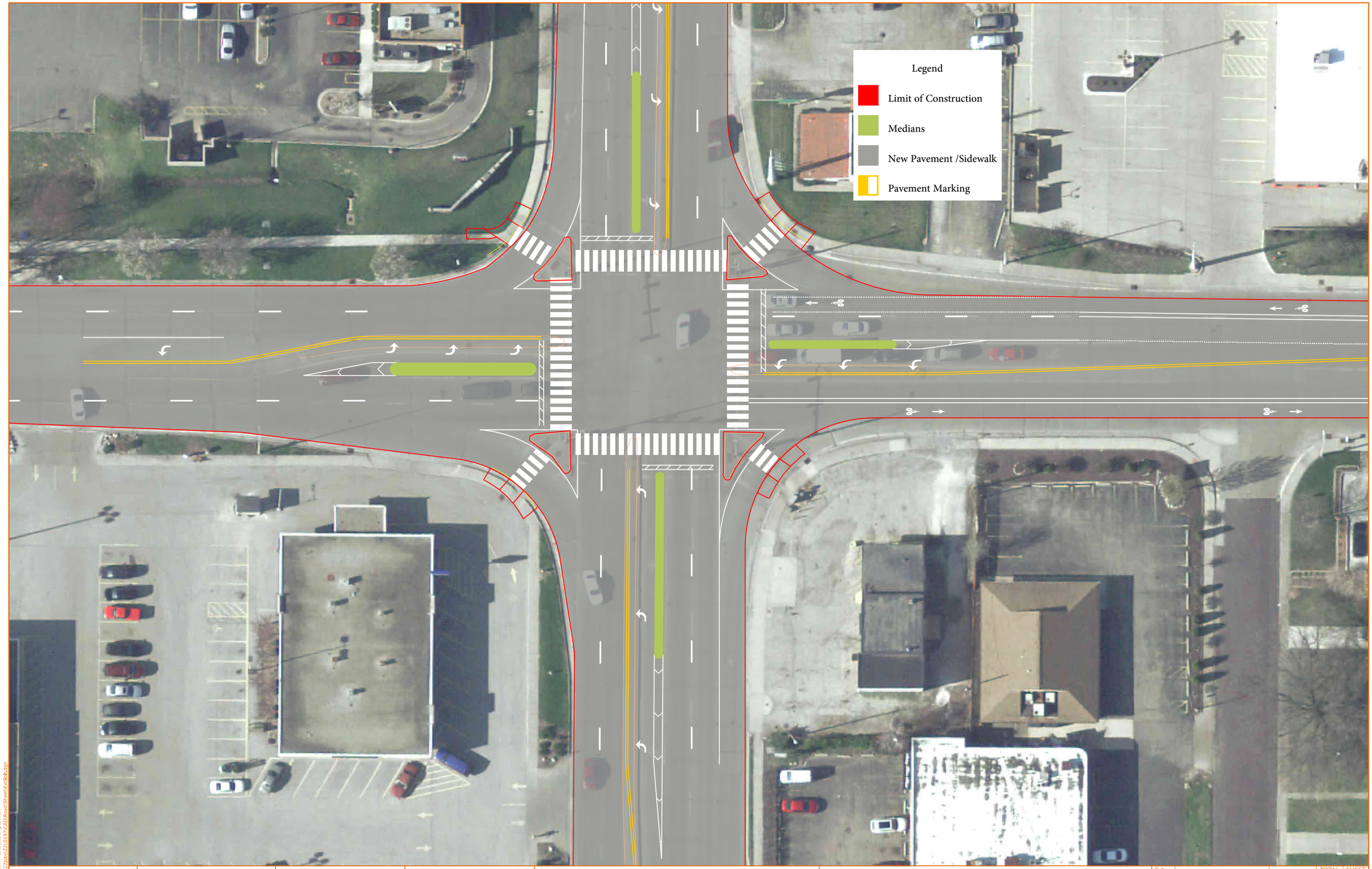

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	91			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

Seymour Consulting Inc
3471 Main Highway Ste 622
Miami, FL 33133

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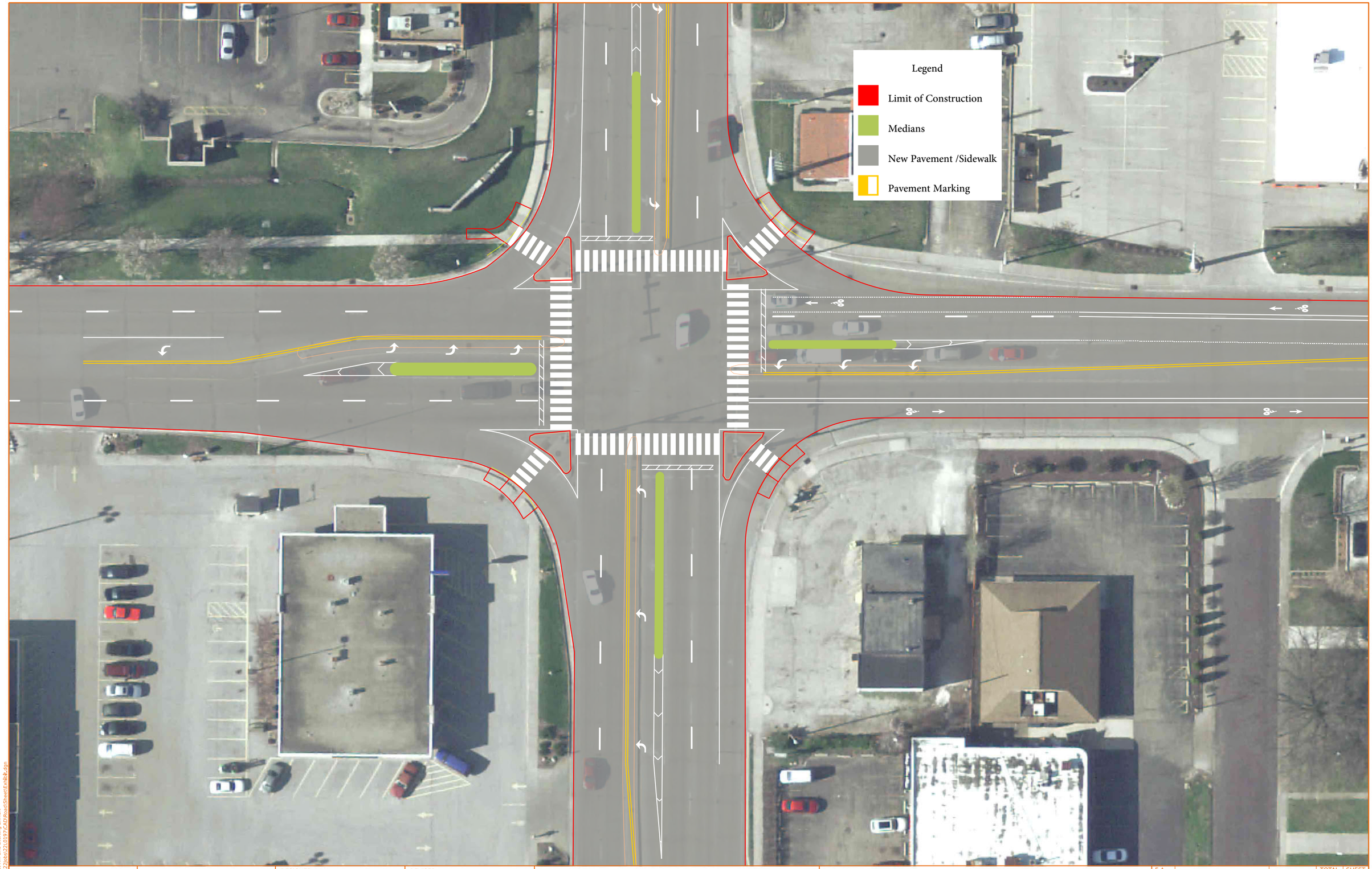

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	94			
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CITY OF PEORIA

Department of Public Works

September 28, 2023

Sterling Assets LLC
2601 W Forrest Hill Dr
Peoria, IL 61604

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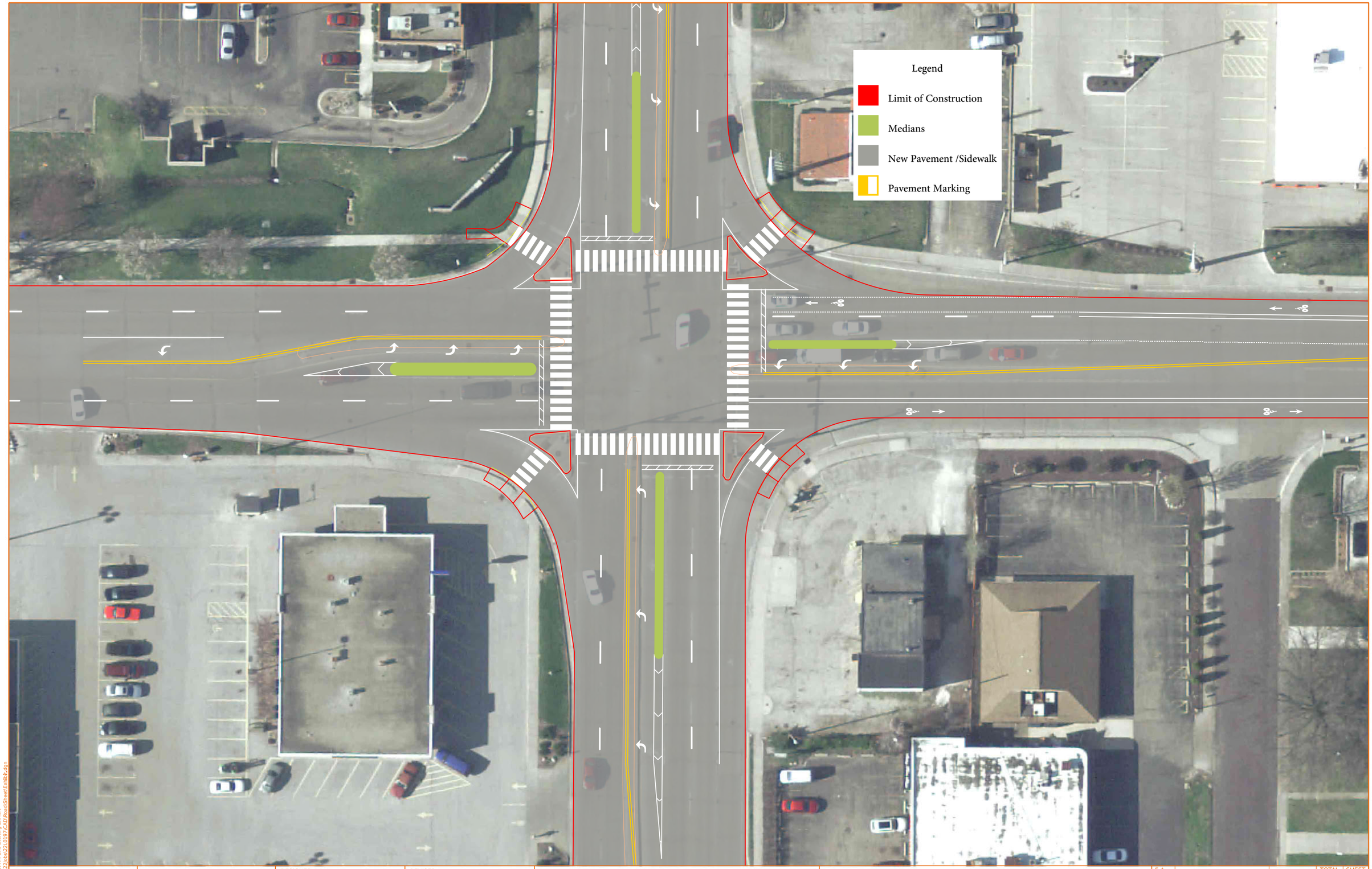

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	97			
		CONTRACT NO.		
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CITY OF PEORIA

Department of Public Works

September 28, 2023

Steven A. Foerter
24104 W Forrest Hill Ave
Peoria, IL 61604

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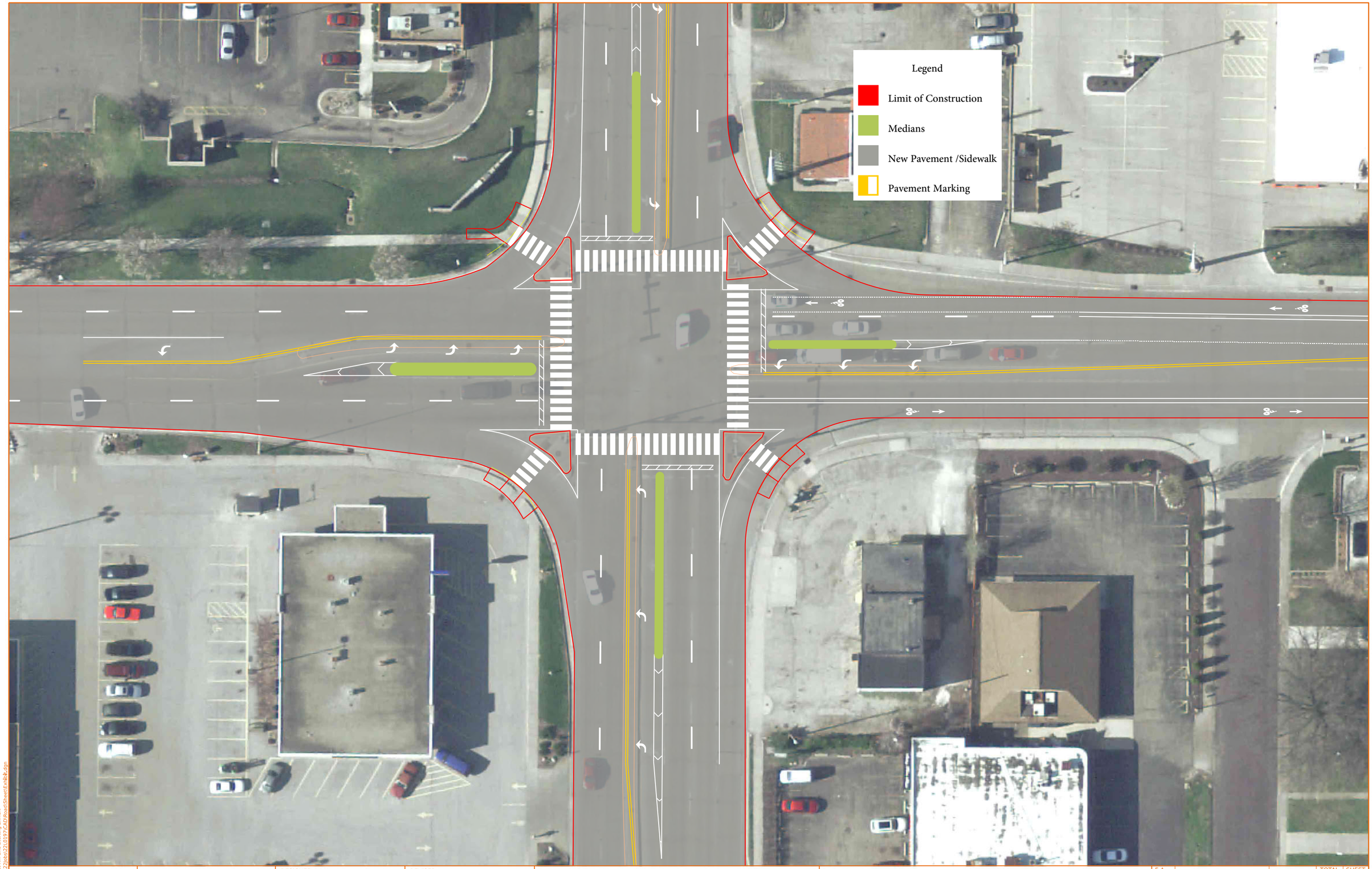

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	100			
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CITY OF PEORIA

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September 28, 2023

Teresa A. Alwan
4502 N Knoxville Ave
Peoria, IL 61614

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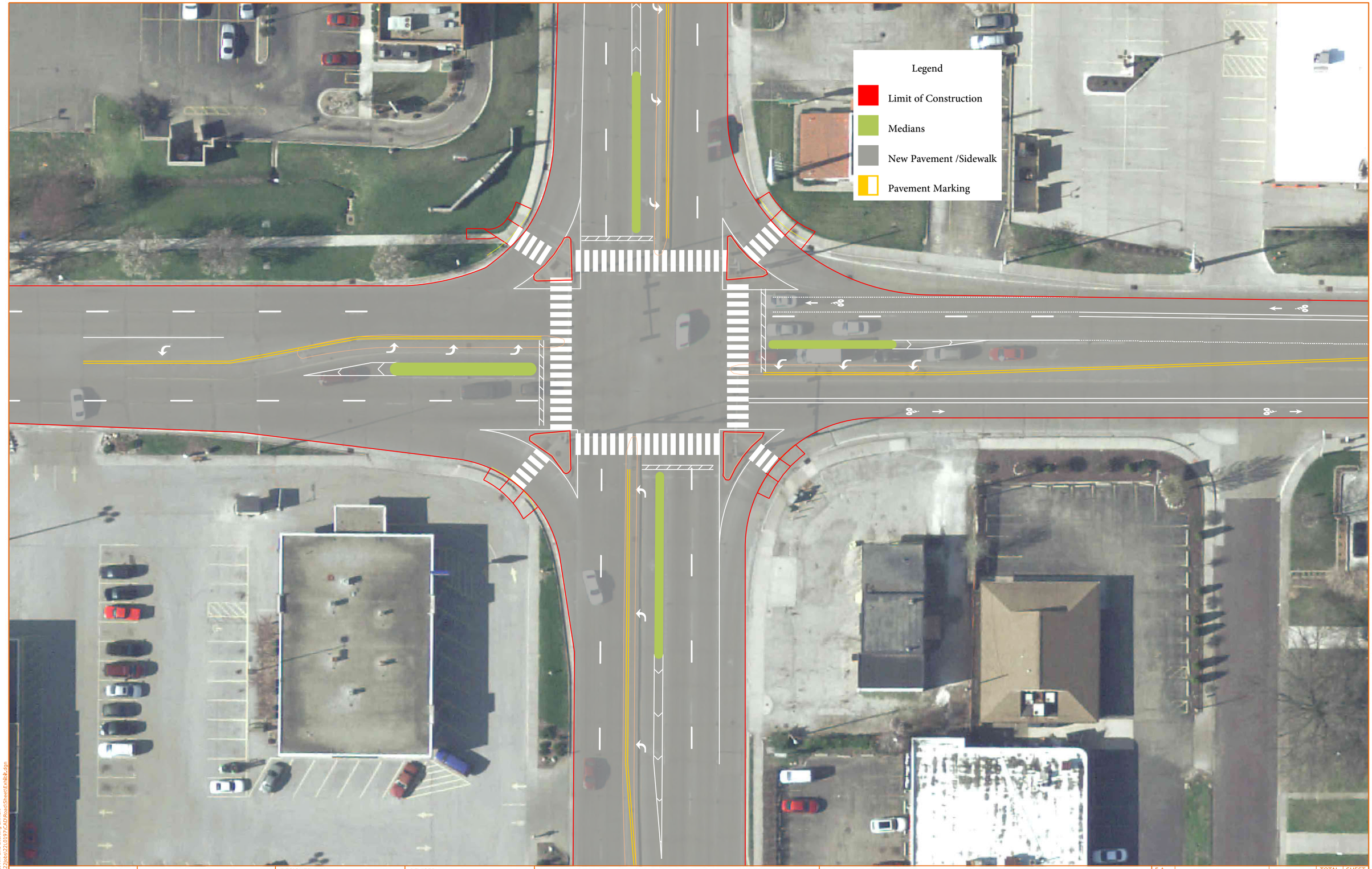
HANSON
Professional Services Inc.



MODEL: Forrest Hill and Sterling Exhibit
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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/28/2023	DATE -	REVISED -	

DESIGNED
DRAWN
REVIEWED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	103			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

TRI-JEN Inc
7211 N Knoxville Ave
Peoria, IL 61614

To Whom It May Concern:

We are reaching out to you because the City of Peoria and Tri-County Regional Planning Commission are conducting a study to improve safety at the intersection of Forrest Hill Avenue and Sterling Avenue. Because of the proximity of your business or property, you are considered a project stakeholder.

The study was undertaken because the intersection has a history of high crash rates, primarily involving turning collisions and inadequate pedestrian facilities. This letter outlines the results of a study intended to reduce crashes and improve safety at the intersection of Forrest Hill Avenue and Sterling Avenue.

Several improvement alternatives were analyzed and narrowed down based on their feasibility, cost-benefit ratio as it relates to crash reduction, and input from the City of Peoria engineering staff. The study recommends a full reconstruction of the intersection, including:

- reconfiguring turn lanes to improve sight lanes for left turning vehicles,
- implementing more visible backplates for traffic signal indications,
- establishing pedestrian accommodations that meet current accessibility standards, and
- removing traffic signals equipment from the corner islands and placing them behind the sidewalks.

Enclosed is a depiction of the recommended improvements laid on top of a map of the area.

The schedule to complete any improvements at this intersection is unknown as the City of Peoria just recently applied for Highway Safety Improvement Program (HSIP) funds to build the project. If the Illinois Department of Transportation accepts the HSIP application, the earliest the project could be constructed would be 2025.

If you have any questions regarding the about the enclosed information, please feel free to contact us. This study is the first step in the project development process and as the project moves forward, there will be other opportunities to provide your input.

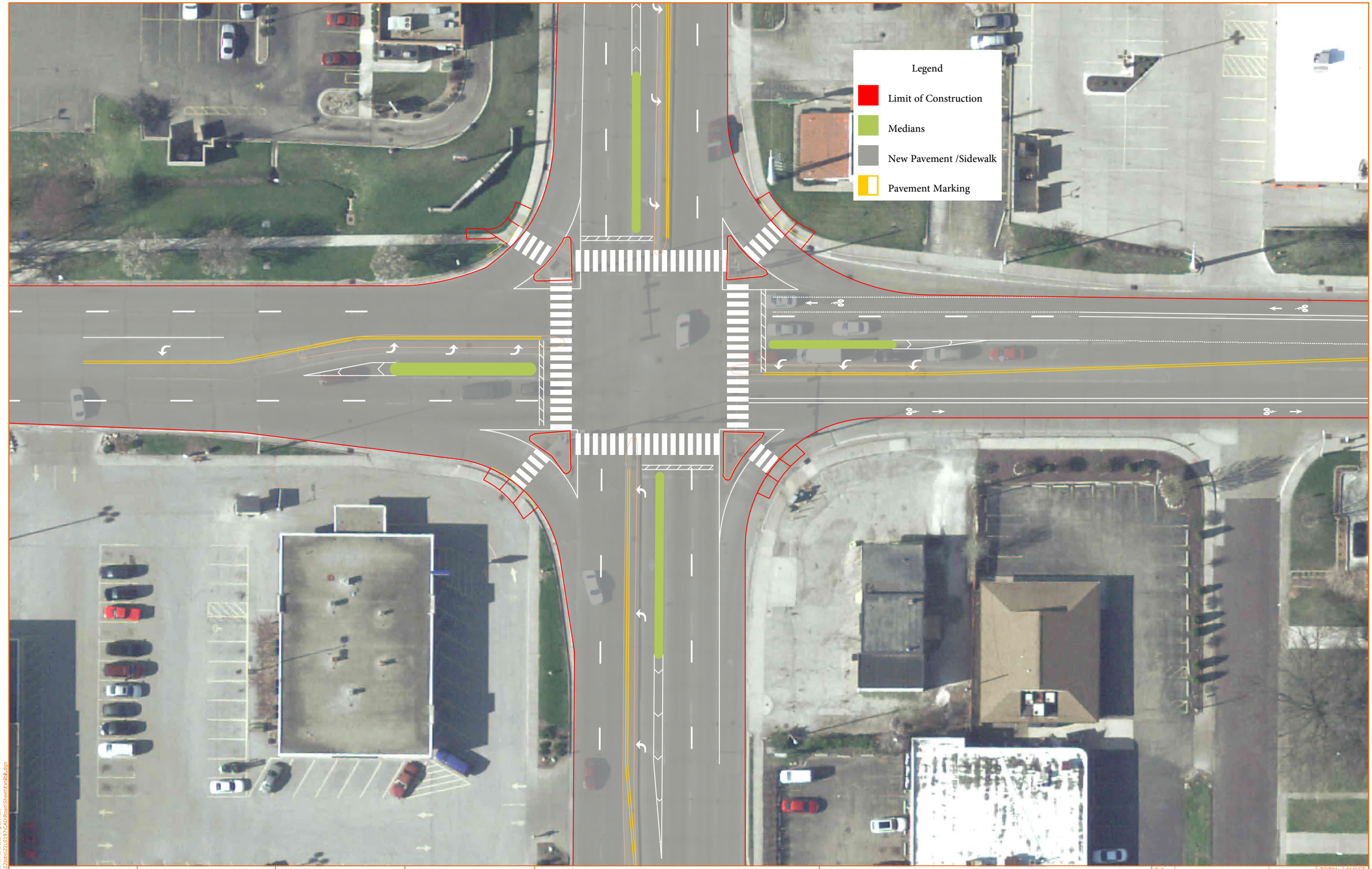
Sincerely,

Andrea Klopfenstein

Andrea Klopfenstein, P.E.
City Engineer

PRELIMINARY
NOT FOR CONSTRUCTION

HANSON
Hanson Professional Services Inc.



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	106			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CITY OF PEORIA

Department of Public Works

September 28, 2023

William P. Chaffer
3214 N Sterling Ave
Peoria, IL 61604

To Whom It May Concern:

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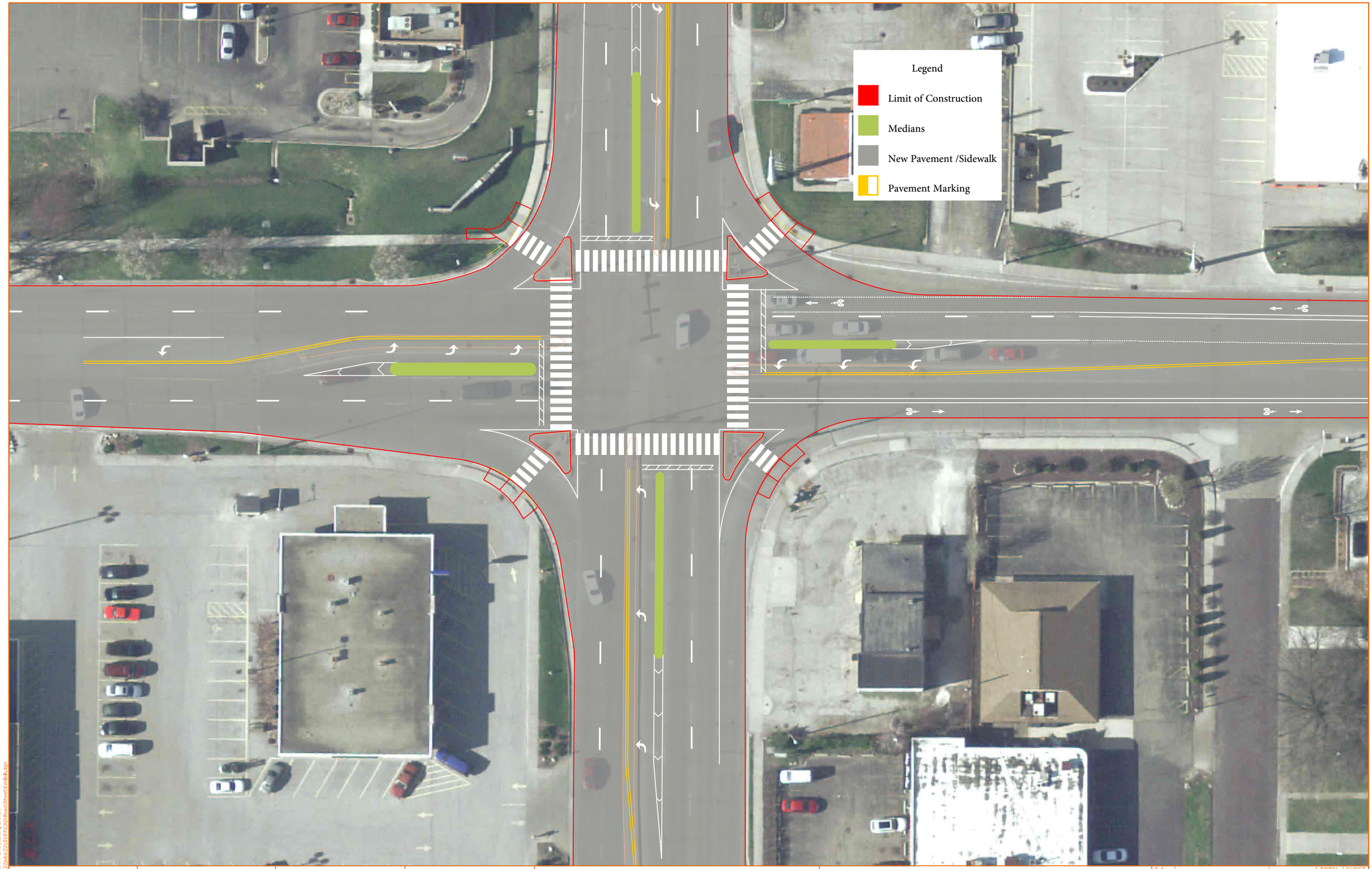

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Progress requires more than experience. You need a trusted adviser on your team, one who looks out for you and anticipates your needs.

Your challenges demand innovative solutions. Hanson isn't just responsive — we're dedicated to solving problems and building a better world.

TRUSTED PARTNERS. PROVEN RESULTS.

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